Metropolitan Transit System

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Agenda

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

September 21, 2017

9:00 a.m.

James R. Mills Building
Board Meeting Room, 10th Floor
1255 Imperial Avenue, San Diego

To request an agenda in an alternative format or to request accommodations to facilitate meeting participation, please call the Clerk of the Board at least two working days prior to the meeting. Assistive Listening Devices (ALDs) are available from the Clerk of the Board/Assistant Clerk of the Board prior to the meeting and are to be returned at the end of the meeting.

ACTION RECOMMENDED

1. Roll Call

2. Approval of Minutes - July 20, 2017 — Approve

3. Public Comments - Limited to five speakers with three minutes per speaker. Others will be heard after Board Discussion items. If you have a report to present, please give your copies to the Clerk of the Board.

Please SILENCE electronics during the meeting

Metropolitan Transit System (MTS) is a California public agency comprised of San Diego Transit Corp., San Diego Trolley, Inc. and San Diego and Arizona Eastern Railway Company (nonprofit public benefit corporations). MTS is the taxicab administrator for seven cities.

MTS member agencies include the cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, San Diego, Santee, and the County of San Diego.

CONSENT ITEMS

6. Lease Agreement with Pacific Axe, LLC at 1695 Main Street, San Diego — Approve
Action would authorize the Chief Executive Officer (CEO) to execute a Lease Agreement with Pacific Axe, LLC for a lease at 1695 Main Street, San Diego.

7. Phase II Propane Fueling Services at Copley Park Division (CPD) - Contract Amendment — Approve
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. B0656.1-16 with Ferrellgas, LP (Ferrellgas) for the provision of propane fueling services.

8. Blue Line Traction Power Substation Installation Design Services - Work Order — Approve
Action would authorize the Chief Executive Officer (CEO) to execute Work Order No. WOA1948-AE-04 to MTS Doc. No. G1948.0-17 with HNTB Corporation for the Blue Line Traction Power Substation (TPSS) installation design services.

9. Uninterruptible Power Supply (UPS) On-Site Repair and Support - Contract Award — Approve
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G2009.0-17, a Sole Source agreement with Schneider Electric, for on-site support and repair of the current inventory of UPS units located throughout the MTS network including Data Centers, Trolley Stations and Bus Facilities.

10. Orange Line Design Services for Various Track Improvements - Work Order Agreement — Approve
Action would authorize the Chief Executive Officer (CEO) to execute Work Order No. WO1947-AE-05 to MTS Doc. No. G1947.0-17 with HDR Engineering, Inc. (HDR) for track improvement design services.

11. Service and Maintenance of the Hegenscheidt Underfloor Wheel Truing Machine - Sole Source Award — Approve
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWL242.0-18, a sole source agreement, for a period of three (3) years with Simmons Machine Tool Corporation (SMTC) for service and maintenance of the Hegenscheidt Underfloor Wheel Truing machine.

12. Light Rail Vehicle (LRV) Pantograph Carbon Strips - Contract Award — Approve
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. L1393.0-17 with Schunk Carbon Technology for the purchase of LRV Pantograph Carbon Strips.

13. Visual Messaging System (VMS) Maintenance (Warranty) and On-Site Parts - Sole Source Contract Award — Approve
Action would authorize the Chief Executive Officer (CEO) to: (1) Execute MTS Doc. No. G2025.0-18 with Daktronics, Inc. for up to a three (3) year period with two (2) one-year options to provide VMS maintenance service and technical support; and (2) Exercise each option year at CEO's discretion.

14. San Diego Metropolitan Transit System (MTS) SAP Tier 3 Production Support Services - Contract Amendments — Approve
Action would: (1) Approve increasing the dollar amount of two (2) SAP support services contracts to cover anticipated fiscal year (FY) 2018 expenses; and (2) Ratify one SAP support services contract amendment.

15. Relocation of SDG&E Facilities for the New Orange Line Courthouse Station - Change Orders — Approve

Action would: (1) Ratify Construction Change Orders 1-3 and 5-7 to MTS Doc. No. PWL204.0-16, Work Order No. MTSJOC7504-26 with ABC Construction Co., Inc. (ABC), for the relocation of SDG&E facilities; and (2) Authorize the Chief Executive Officer (CEO) to execute Construction Change Order 4 to MTS Doc. No. PWL204.0-16, Work Order No. MTSJOC7504-26 with ABC for relocating the utilities below an existing tunnel.

16. Number Not Used.

17. Green Line Shelter Upgrades and Shelter Replacement at the Old Town Transit Center - Work Order — Approve

Action would authorize the Chief Executive Officer (CEO) to execute MTSJOC7504-15, PWL204.0-16 with ABC Construction Co. Inc. (ABC) for Green Line shelter upgrades and shelter replacement at the Old Town Transit Center.

18. Orange Line Track Improvements - Change Orders — Approve

Action would: (1) Ratify Construction Change Orders 9-10 to MTS Doc. No. PWL211.0-16 for $84,176.78, which was previously issued under the Chief Executive Officer's (CEO) authority, for Orange Line Track Improvements; and (2) Authorize the CEO to execute Change Order Amendment 11, with Herzog Contracting Corp. (Herzog), for $74,087.08.

19. Desert Line Lease and Operating Agreement: Amended and Restated BJRR-SDAE-MTS Desert Line Lease and Operating Agreement — Approve

Action would authorize the Chief Executive Officer (CEO) to execute and Amended and Restated Desert Line Lease and Operating Agreement by and between Baja California Rail Road, Inc. (BJRR), San Diego & Arizona Eastern Railroad (SDAE), and MTS (MTS Doc. No. S200-13-560.4).

20. Purchase of 20 Class B Propane Powered Paratransit Buses - Contract Award — Approve

Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G0675.0-18, with Creative Bus Sales, for the purchase of up to twenty (20) propane powered Class B paratransit buses.

21. Investment Report - June 2017 — Informational

22. Investment Report - July 2017 — Informational

CLOSED SESSION

24. a. CLOSED SESSION – CONFERENCE WITH REAL PROPERTY NEGOTIATORS — Possible Action

Pursuant to California Government Code Section 54956.8

Property: Federal Blvd. (APN 541-611-27-00); 1348 47th St. (APN 541-611-16-00); 47th St. (APN 541-611-09-00); 1344 47th St. (APN 541-611-08-00); 47th St. (APN 541-611-11-00); Federal Blvd. (APN 541-611-10-00); 47th St. (APN 541-611-12-00); 47th St. (APN 541-611-14-00); 47th St. (APN 541-611-13-00); 47th St. (APN 541-611-15-00)

Agency Negotiators: Paul Jablonski, Chief Executive Officer; Karen Landers; General Counsel; and Tim Allison, Manager of Real Estate Assets

Negotiating Parties: Coca-Cola Bottling Co of Los Angeles & BCI Coca-Cola Bottling Company of Los Angeles

Under Negotiation: Price and Terms of Payment

b. CLOSED SESSION - CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION Pursuant to California Government Code Section 54956.9(d)(1) San Diego Metropolitan Transit System v. Grand Central West LLC and related cross-complaints (San Diego Superior Court Case No. 37-2014-00044014-CU-OR-CTL) — Possible Action

Oral Report of Final Actions Taken in Closed Session

NOTICED PUBLIC HEARINGS

25. None.

DISCUSSION ITEMS

30. Major Service Changes Recommendations of the Transit Optimization Plan (Denis Desmond) — Approve

Action would: (1) Receive a report on proposed major service changes as detailed in Attachment A; (2) Approve the recommendations for TransNet-subsidized Rapid services; and (3) Approve the recommendations for MTS-subsidized transit services.

31. 40-Foot Low-Floor Compressed Natural Gas (CNG) Transit Buses - Contract Award — Approve

Action would authorize the Chief Executive Officer (CEO) to: (1) Execute MTS Doc. No. B0660.0-17 with Gillig, LLC for the purchase of 250 40-foot, low-floor CNG transit buses; and (2) Made additional purchases of up to 100 option buses for a period not to exceed five years from the date of the initial contract with Gillig, LLC. All purchases would be contingent upon the successful completion of the federally required Buy America audit and available funding.

32. 60-Foot Low-Floor Compressed Natural Gas (CNG) Transit Buses - Contract Award — Approve

Action would authorize the Chief Executive Officer (CEO) to: (1) Execute MTS Doc. No. B0661.0-17 with New Flyer of America, Inc. (New Flyer) for the purchase of up to 30 60-foot, low-floor articulated CNG buses plus associated contract spare parts, manuals, training, tools and diagnostics, and use tax payments; and (2) Make additional purchase of up to 20 option buses for a period not to exceed five years from the date of the initial contract with New Flyer. All purchases would be contingent upon the successful completion of the federally required Buy America audit and available funding.

REPORT ITEMS

45. MTS Efforts in Response to Hepatitis A Outbreak (Paul Jablonski) — Informational

46. Comic-Con 2017 Recap (Rob Schupp and Tom Doogan) — Informational

47. Operations Budget Status Report for June 2017 (Mike Thompson) — Informational

60. Chairman's Report — Informational

61. Chief Executive Officer's Report — Informational

62. Board Member Communications

63. Additional Public Comments Not on the Agenda
If the limit of 5 speakers is exceeded under No. 3 (Public Comments) on this agenda, additional speakers will be taken at this time. If you have a report to present, please furnish a copy to the Clerk of the Board. Subjects of previous hearings or agenda items may not again be addressed under Public Comments.

64. Next Meeting Date: October 19, 2017

65. Adjournment

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS
1255 Imperial Avenue, Suite 1000
San Diego, CA 92101

MINUTES

July 20, 2017

[Clerk's note: Except where noted, public, staff and board member comments are paraphrased].

1. Roll Call

Chairman Mathis called the Board meeting to order at 9:00 a.m. A roll call sheet listing Board member attendance is attached.

2. Approval of Minutes

Ms. Bragg moved to approve the minutes of the June 8, 2017, MTS Board of Directors meeting. Ms. Cole seconded the motion, and the vote was 13 to 0 in favor with Mr. Cunningham and Ms. Zapf absent.

3. Public Comments

Martha Welch – Ms. Welch stated that there are no bathrooms available to the public at transit stations. She commented that there should be benches at every bus stop with trash cans and shade.

Clive Richard – Mr. Richard stated that MTS's CEO should be given credit for the improvements to the bus routes ten years ago and the recent Trolley Renewal Project.

Sharlene Ornelas – Ms. Ornelas discussed alternative options for wrapping trolleys to help people who are visually impaired. She asked for the front of the trolleys not to be wrapped in order for visually impaired people to see the trolley easier. She asked for trolley line icons to be reinstated so people who are visually impaired or color blind can see which trolley line they are riding based on an icon instead of the color of the line. Ms. Ornelas also asked for additional decals around the trolley door button so it is easier to see and locate.

Lucas Kurlan – Mr. Kurlan asked if it would be possible to extend bus service to the Carmel Valley area. He stated that there used to be bus service in that area about ten years ago, but was discontinued due to low ridership. He asked for staff to look into reinstating bus service in the area since a lot has changed in the past ten years and more people may ride that service now.

Mary Lytle – Ms. Lytle commented that the recent change to the Orange Line ending at American Plaza instead of Santa Fe Depot is not user friendly for people with mobility issues. She stated that she would like to have both trolley lines end at the same terminal so people with mobility issues do not have to walk between the two stations.

CONSENT ITEMS

6. Increased Authorization for Legal Services Contracts to Pay Projected Expenses in Fiscal Year 2018
Action would: (1) Approve increasing the dollar amount of eleven (11) legal services contracts to cover anticipated fiscal year 2018 (FY18) expenses; and (2) Ratify one legal services contract amendment with approved firm.

7. Fiscal Year 2018 Transportation Development Act Claim
Action would adopt Resolution Nos. 17-10, 17-11, and 17-12 approving fiscal year 2018 Transportation Development Act Article 4.0, 4.5, and 8.0 claims.

8. Semiannual Uniform Report of Disadvantaged Business Enterprise (DBE) Awards and Payments

9. San Diego Metropolitan Transit System (MTS) Task Order Contract Amendment Approval for Old Town Transit Center West Improvements Project
Action would authorize the Chief Executive Officer (CEO) to approve Amendment No. 2 to Work Order 13.18 for MTS Doc. No. G1493.0-13 with Kimley-Horn & Associates Inc. to perform Design-Engineering Services for the Old Town Transit Center West (OTTC West) Improvements Project ("Project").

10. San Diego and Arizona Eastern (SD&AE) Railway Company Quarterly Reports and Ratification of Actions Taken by the SD&AE Board of Directors at its Meetings on July 11, 2017
Action would: (1) receive the San Diego and Imperial Valley Railroad (SD&IV), Pacific Southwest Railway Museum Association (Museum), and Desert Line quarterly reports for information; and (2) ratify actions taken by the SD&AE Board at its quarterly meeting on July 11, 2017.

11. This number not used.

12. Euclid Drainage Cleanup - Award Work Order Under a Job Order Contract
Action would authorize the Chief Executive Officer (CEO) to execute Work Order No. MTSJOC7501-01, under MTS Doc. No. PWL182.0-16 with Herzog Construction, Inc. (Herzog), for the provision of services, materials, and equipment for the removal and disposal of debris within the channel near the Euclid Avenue Trolley Station.

13. Banking Services and Purchasing Card Program - Contract Award
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G1982.0-17, with JP Morgan Chase Bank (JP Morgan), to provide banking services and a purchasing card program for a five (5) year term with four (4) one year options.

14. On-Call Communications and Low Voltage Systems Wiring Services - Contract Amendment
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWG170.1-15 with Communication Wiring Specialists, Inc. (CWS) for $289,224.78.

15. On-Call Card Access Reader Installation, Maintenance and Repair Services - Contract Award
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWG168.1-15 with Electro Specialty Systems (ESS) for $171,312.64.

16. Job Order Contract (JOC) On-Call General Electrical, Traffic Signal and Communications Construction Services - Contract Award
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWG238.0-17 (SANDAG Doc. No. 5007502) with Select Electric, Inc., for the provision of on-call job order general electrical contracting services such as communications, traffic lights, traffic signalization and synchronization systems, and related civil construction improvements work for a three-year agreement.

17. Investment Report - May 2017

18. Approval of Appointment to Fill Vacant Budget Development Committee Seat for 2017
Action would approve the appointment of Board Member Mary Salas to the Budget Development Committee for the remainder of 2017.

19. On-Call Construction Management and Engineering/Inspection Services - Master Agreements Award/Ratification
Action would ratify the Chief Executive Officer's (CEO) execution of: (1) Partial Assignment of San Diego Association of Governments (SANDAG) Solicitation Capacity for On-Call Professional and Technical Construction Management and Engineering Services to MTS (MTS Doc. No. G2023.0-17); and (2) On-Call Construction Management and Engineering/Inspection Services (CM) Master Agreements with seven (7) prime consulting firms.

20. Courthouse Station Construction Management Services - Work Order Agreement
Action would authorize the Chief Executive Officer (CEO) to execute Work Order 1 MTS Doc. G2019.0-17 with Simon Wong Engineering, Inc. for the Courthouse Station Construction Management Services, contingent upon the approval of Agenda Item No. 19 (On-Call Construction Management and Engineering/Inspection Services – Master Agreements Award/Ratification).

Action on Recommended Consent Items

Mr. Roberts moved to approve Consent Agenda Item Nos. 6 – 20. Ms. Bragg seconded the motion, and the vote was 14 to 0 in favor with Mr. Cunningham absent.

NOTICED PUBLIC HEARINGS (TAKEN OUT OF ORDER)

25. Public Hearing for Transit Optimization Plan Major Service Changes (Denis Desmond)

Mr. Jablonski stated that it has been ten years since MTS conducted the Comprehensive Operations Analysis (COA) which made dramatic changes to the system. He stated that the Transit Optimization Plan (TOP) is a refinement to the COA. Mr. Jablonski noted that this has been a yearlong process of MTS staff working with Transit Management & Design (TMD). He stated that MTS's ridership has declined, which has created a $5 million budget hole, and there have been changes to the service area over the last ten years. There are various options when these situations arise including cutting service, raising fares or try to optimize the system by reallocating resources and increasing ridership organically to help cut the budget deficit. The TOP looks to optimize the service rather than looking to cutting mass service and increasing fares. He stated that the plan presented today makes changes to over 65 routes. Mr. Jablonski stated that the key to keeping people on transit is not only to have transit go where they need to

go, but to do it faster and more frequently, which the TOP aims to do. He stated that there are two alternatives including a cost neutral alternative or an investment of $2 million in the service. Mr. Jablonski noted that the fare study is still being conducted by SANDAG and will be brought to the Board in the fall for review.

Sharon Cooney, Chief of Staff, provided a brief overview of what was included in the Board packets related to the TOP. Ms. Cooney stated that the final TOP approval date is anticipated to be at the September Board meeting. She noted that the proposals heard today may not necessarily be the same proposals recommended in September. Ms. Cooney said they are not asking for a decision today and that they are looking for feedback and additional public comments. She introduced Russ Chisholm and Katie Persons from TMD. Mr. Chisholm provided a background on the process of the TOP. He stated that many transit agencies go through this process about every ten years. He said TMD wanted to address MTS service challenges experienced by riders and non-riders. He stated that they looked at changing the service to become more attractive and easier to use for riders. Mr. Chisholm said that increasing frequencies and reducing transfers make transit more attractive to riders. He stated that the TOP was a chance to refresh the system from a market service standpoint. Ms. Cooney stated that today's presentation will show subsidy neutral alternatives and full TOP alternatives.

Denis Desmond, Manager of Planning, continued the presentation and reviewed the overall recommendations for the proposals which have one or more of the following: reinvestment of resource from low-ridership routes/segments to higher ridership/demand services; streamlining of routes for faster passenger travel times; improving network connectivity; and reducing very long routes for better reliability. He stated that he will go through two packages where some proposals are interdependent, proposed and presented as a package, and other proposals standalone, but have an impact on overall TOP cost and ridership. He reviewed the frequent service network as it currently stands and the proposed network. Mr. Desmond reviewed proposals for Routes 1, 7, 52 (La Mesa/Mid-City); Routes 701, 703, 704, 707, 709 (Chula Vista); Routes 204, 235, 237 (I-15/University City); Routes 815, 816 (El Cajon); Routes 962, 963, 967, 968 (National City/Paradise Hills); Routes 27, 44, 50, 105, 120 (Clairemont/Kearny Mesa); Routes 14, 854 (Grantville, La Mesa); Routes 35, 923 (Ocean Beach, Point Loma); Routes 905, 950 (Otay Mesa); Routes 856, 936 (Rancho SD Village, College Grove); other changes with frequency improvements including Routes 3, 5, 13, 906/907, 955, 992; other changes with route streamlining including Routes 20, 25, 832, 851, 874/875; other changes with route splits including Routes 11, 864; other changes with route reductions including Routes 8, 9, 894, 901, 929, 944; and other changes with route discontinuations including Routes 18, 83, 84, 834, 870, 871/872, 945A.

Ms. Cooney discussed the SB 1 potential which would provide up to $6 million in additional annual operating funds. The potential of SB 1 would be considered in conjunction with recommendations of the upcoming fare study. SB 1 would provide potential service improvements including trolley frequency improvements; expansion of the Rapid network; and pilots for new bus routes. She noted that there is a risk of SB 1 being repealed in 2018 jeopardizing any service increases. Ms. Cooney provided the recommendation for today which is to receive a report on proposed major service changes; receive public testimony; and provide direction to staff for any changes prior to approval at a later Board of Directors meeting planned for September 2017.

PUBLIC COMMENTS

Clive Richard – Mr. Richard commented that he likes the proposals for Routes 1, 11, 14 and 235.

Jacqueline Brown – Ms. Brown commented on route 83 and asked for the continuation of the route. She said that The Meeting Place members and employees utilize this bus route as well as other community members in the neighborhood. She said that if this route was discontinued, it would be difficult for people to walk the distance to the Middletown Trolley Station.

Martha Welch – Ms. Welch commented on route 967 and said she is concerned about service to the senior buildings. She stated that she likes the proposals for routes 3 and 12.

Paul Williams – Mr. Williams commented that he is opposed to cutting route 83. He stated that he uses it to get to routes 10 and 11.

Debra McCann – Ms. McCann stated that she support the proposals for route 3. She commented that the older buses have issues with the ramps and would like to see those updated if possible.

Monique Bernard – Ms. Bernard commented on routes 18 and 14. She stated that she takes the route 18 to get to work and without the route, it would be a very long walk for her to get to work.

Gerrie Trussell – Ms. Trussell commented on behalf of the Uptown Parking District. She stated that they are opposed to cutting service on route 83. She stated that cutting service would have a negative and isolating impact on Mission Hills residents. Ms. Trussell stated that they are currently conducting parking studies in the area to invest in the community and promote public transit. She encouraged the Board to keep route 83 and implement the full TOP option, which would also save route 84 too.

Linda Artiaga – This speaker was not present.

Sidney Michael – Mr. Michael commented the he supports the proposals for routes 7, 52 and 955.

Esperanza Gonzalez – Ms. Gonzalez commented that City Heights is central area of the city and needs more frequent bus service. She said that residents will feel safer and less rushed having a more frequent bus schedule and more buses at night.

Maria Cortez – Ms. Cortez commented the she supports the proposals for routes 13, 235 and 955. She asked to please increase the route 13 service to 12 minutes all day. She stated that she is happy to see City Heights getting more service.

Caleigh McLaughlin – This speaker was not present.

Judith Mandel – Ms. Mandel commented that she wants to see the route 10 stop at University and Alabama stay in place because there is a shelter and a safe crosswalk. She recommended providing riders a coupon to transfer between routes 7 and 52. Ms. Mandel stated that TeleInfo staff are great.

Robert Grijalva – Mr. Grijalva stated that he has concerns with the connections between routes 44, 105 and 120. He stated that there are maintenance issues on the 300-series buses and drivers need additional training in applying the brakes. He also stated that there are some security issues at Kearny Mesa Transit Center.

Phillip Bellen – Mr. Bellen commented that he is pleased with the implementation of Compass Cash. He also commented on route 83 and asked if there were studies done on the riders and their use of the route. Mr. Bellen stated that the First Transit buses are uncomfortable and are harder for disabled people to get in and out of the buses.

Sharon Gehl – Ms. Gehl commented on route 83 and stated that it is the only bus that serves both north and south Mission Hills. She stated that she is opposed to cutting route 83. She stated that on the website it says that MTS's cost per passenger is lower than other cities and those cities don't cut as much service.

Steven Ferguson – Mr. Ferguson stated that he wants route 871/872 to be maintained.

Lorraine Leighton – Ms. Leighton stated that she wants route 871/872 to be maintained. She said for route 816, consider an 816A route going up Main Street and an 816B route going up Washington. She said she is opposed to cutting routes 83 and 84.

Suzanne Gegna – Ms. Gegna commented that she supports route 854. She stated that she uses routes 14 and 854 frequently and so do other residents. She said that the walk from Baltimore to Jackson is a long walk and many people cannot walk that far. Ms. Gegna recommended considering a loop for route 14 via Lake Murray and Jackson.

James Anderson – Mr. Anderson commented on routes 832 and 834. He stated that he agrees with cutting off the Los Ranchitos loop, however he suggested moving the 2nd Street stop to Magnolia so the disabled students at Santana High School can use that route. Mr. Anderson asked for route 834 to not be discontinued, but cutting out a lot of the stops along Prospect and moving the stops coming back down Mission Gorge instead of Prospect. He stated that if route 834 was cut, there would be problems with MTS Access buses servicing the area due to the ¾ mile pick up rule.

Martina Valencia – Ms. Valencia commented on behalf of over 300 residents and commuters regarding route 894. She asked for MTS to please keep the route 894 service to Parkway Plaza in El Cajon. She stated that it is a severe inconvenience without that bus stop.

Joe Sabala – Mr. Sabala stated that he is a disabled veteran and rides route 851. He said that he lives on Kenwood with a stop right outside of his house. He asked to please keep the service on Kenwood.

Cynthia Eckenroth – Ms. Eckenroth commented on route 864. She stated that route 838 must make a scheduled connection with route 864 at East County Square. She said that if route 864 is late, the route 838 could take off and leave riders waiting for an hour until the next bus arrives.

Elizabeth Williams – Ms. Williams commented on route 854. She stated that she uses the route 854 at Lake Murray Blvd. and Cowles Mountain Blvd. along with senior citizens and college students in the area. She asked that route 854 not be discontinued.

John Coffee – Mr. Coffee stated that he lives on Lake Murray and Baltimore and uses the route 854 several times per week. He asked that route 854 stay in service.

Aaron Seavey – Mr. Seavey proposed to combine routes 14 and 18 and run it seven days per week. He also asked to keep routes 856 and 936 going into College Grove Drive.

Jaime Garcia – Mr. Garcia commented on the route 14 proposal. He said that he bought a condo at the top of Rancho Mission Road because of the bus service in front of the condo. He stated that he cannot walk up the hill and would be stranded without that service.

Julie Zimmerman – Ms. Zimmerman commented on route 874/875. She asked for the route 874/875 to be kept as is in Granite Hills. She said that route serves a day program for people with physical and developmental disabilities. She stated that it would be very difficult for them to cross the intersection at Lexington and Jamacha if the service is changed, because it is not a pedestrian friendly intersection. Ms. Zimmerman also said the route services Granite Hills High School special education students.

Robin Washington – Mr. Washington commented on route 832 and asked for the route to have extended hours. He stated that he has to walk three miles to his house after route 832 stops running service for the day. He asked for MTS to extend the hours for route 832. He also said that he knows people with disabilities on the Los Ranchitos loop and asked for that service to continue.

Sharlene Ornelas – Ms. Ornelas stated that she would like to keep route 1 and 7 as is. She said that the proposal requires new transfers between El Cajon Blvd. and Grossmont, and since transfers are no longer available people would end up paying more to ride. She also said that transferring at Allison and Spring Street is difficult for people who are blind.

Paul Holloway – Mr. Holloway commented on route 870. He stated that the route 870 connects East County with route 235. He stated that the commutes from Santee would increase by 45 minutes if people wanted to use route 235. He proposed keeping route 870 or in-lieu of that, create a shuttle service from Mission San Diego on the Green Line to the route 235 in Kearny Mesa.

Debbie Cook – Ms. Cook stated that she teaches at Grossmont College and often takes route 854. She said that if that route is eliminated, she would have to walk 30 minutes to the route 115 stop. She stated that there is low ridership because route 854 departs Grossmont College three minutes after class ends, so students don't have enough time to catch the bus.

Elaine Root – Ms. Root commented that she is opposed to route 14 bypassing the 70th Street trolley. She said route 854 problems are compounded by the proposal. She said that the route 854 is very important for her and for other residents in the area.

Judith Mandel – Ms. Mandel stated that she believes it's important for the public to have a chance to comment on the notes from this meeting, so that staff would have additional input and clarification from the public.

Yolanda Maldonado – This speaker was not present.

Joe Barry – Mr. Barry commented that he rides route 832. He said that he would like to keep the route 832 in service at Woodglen Vista and Magnolia.

Lynn Parrish – Ms. Parrish stated that MTS has an Accessible Services Advisory Committee that meets quarterly and invited the public to attend. She stated that she serves as an alternate on the Committee. She commented that she does not support the proposal for routes 50 and 105. She stated that if they have to make these changes, to please have route 50 run at least every hour.

Josephine Wise – Ms. Wise stated that she is a Bay Park resident and is opposed to the proposal for route 105. She stated that she has a disabled son that uses the route 105 every day to get to work.

Trina Tauer – Ms. Tauer commented on routes 8, 9, 25, 41, 44 and 120. She said to consider the impact on the disabled community with the changes, especially route 44. She said that many of the riders on route 44 are wheelchair bound and transferring buses are very difficult. She also stated that she has issues with connections at the Old Town Transit Center.

Joann Pangalos – Neil Wise spoke on behalf of Joanne Pangalos. He said that he rides route 105 every day and asked to please keep the service on Milton Street.

Brad Vogt – Mr. Vogt commented that he is opposed to the route 44 proposal. He also stated that there needs to be a bus shelter at Clairemont Mesa Blvd. and Shawline.

Michael Crosby – Mr. Crosby commented on routes 35 and 923. He stated that he is opposed to the Ocean Beach changes because the route 923 service would end early at 7:00pm. He stated that he is also opposed to cutting the route 923 service on weekends too. Mr. Crosby commented that 15 minutes frequency on route 35 will cause too many buses to pile up at Cable and Newport.

Greta Pahamel – Ms. Pahamel commented on route 854. She said that she is opposed to cutting route 854, because a lot of people use it to get to work and grocery shopping.

Lori Kearns – Ms. Kearns commented on route 44. She said that she is opposed to route 44 changes and that the impacts would be to a large number of senior residents. She asked for each Board Member to try riding the bus every day to see what it's like for frequent riders.

Amy Eppert – Ms. Eppert stated that she is a student at Pt. Loma Nazarene University and commented on route 84. She stated that proposed express trips should have a stop at the University for the students, staff and community workers to utilize.

Rick Ivkovich – Mr. Ivkovich commented on route 84. He stated that he takes route 84 to the Cabrillo National Monument. He said that route 84 would discontinue access to the Monument

for anyone that doesn't have a car or is a tourist. He asked for staff to consider alternatives for the route including running it every 2 hours or only running it on weekends.

Jose Medina – Mr. Medina commented on route 963. He said that he uses a wheelchair and is okay to access a bus stop on Euclid, but going home is harder because it is too steep.

Beda Cruz – Ms. Cruz asked for route 967 to stay in service and go to the top of Mariposa Place. She stated that hill is very steep and service is already difficult due to low frequency.

Marc Marconi – This person did not speak.

Randy Van Vleck – This person did not speak.

Patricia Winchester – Ms. Winchester commented on route 832 and asked for the service to not be discontinued. She stated that she is disabled and needs the service for transportation.

Denise Samuels – Ms. Samuels commented on routes 1 and 7. She said that route 7 should not be divided because transfers are difficult in San Diego, which doesn't make riding transit attractive to the public.

Patricia Paylor – Chairman Mathis read Ms. Paylor's comments from her public comment sheet on her behalf: "It is important that the 83 bus morning schedule remains at its original times. Many get to work in an otherwise unserved area in those morning hours. Thank you."

Jill Monroe – Ms. Monroe commented on route 84 on behalf of Pt. Loma Nazarene University. She asked for route 84 to be maintained. She also requested to at least have a stop at the University for the express trips.

Kathleen Evans-Calderwood – Ms. Evans-Calderwood commented that MTS did not do their due diligence in planning or in announcing the public hearing. She said that MTS needs to hold another public hearing. She stated that she opposes cuts to route 84. She also stated the route 13 has been problematic in servicing City Heights residents traveling to National City and back. She said that these cuts are going to prevent people from getting to Kaiser Hospital and Paradise Valley Hospital.

Gwendolyn McNeal – This person did not speak.

Linda Artiaga – This person did not speak.

Mary Christensen – This person did not speak.

BOARD COMMENTS

Ms. Zapf commented on bus routes 83 and 84. She stated that she and Councilmember Chris Ward do not want route 83 to be discontinued. She also stated that she would take her concerns related to route 84 offline to discuss possible alternatives with staff. Ms. Zapf stated that she wants Pt. Loma Nazarene University to have transit options. She said that she would like service to continue to Cabrillo National Monument on holidays. Ms. Zapf said she is

concerned about the discontinuation of Saturday service on route 923. She asked for staff to consider other options for route 105 instead of making cuts to the service.

Mr. Alvarez commented on the rerouting of Route 11. He stated that he wants to follow up on community requests to consider moving the route from Logan to National. He commented on possibly adding shelters and benches to help increase ridership. Mr. Alvarez inquired if staff could share the monitoring efforts of the proposed changes at future meetings to see how the changes are doing after implementation. Mr. Jablonski stated that staff will include TOP monitoring reports as a quarterly report to the Board after implementation.

Mr. Hall stated that he has concerns with the proposals for routes 832 and 834. He asked if staff had spoken with the City of Santee about these proposals. Mr. Desmond stated that staff spoke with the City of Santee Traffic Engineer and Director of Planning. Mr. Hall suggested that MTS schedule a meeting to meet with him and the City Manager about the proposals.

Ms. Cole asked for more explanation on reducing long routes. Mr. Desmond replied that reducing long routes means shortening the length of the route, and not the frequency or span of service. Ms. Cole also stated that she would like to see sufficient time taken to ensure the project is done right and that the many public comments and suggestions are taken into consideration.

Ms. Gomez commented that in her district she has heard positive things about the proposed changes. She stated that she would like to see an effort to keep route 84. She commented on route 854 and asked that other options be considered to keep the route. She also stated that she would like to see more benches, shelters and trash cans at bus stops. Ms. Gomez commented that she is leaning towards supporting the full TOP alternative option.

Mr. Goble inquired about route 874/875. He stated that he is concerned about the special education students and adult education students at Granite Hills High School which rely on this route for transportation. He also asked how cutting a segment of that route would net in an increase in ridership. Ms. Cooney said that the route will become more streamlined and more efficient for other passengers which net an increase of ridership. She stated that routes which deviate, or are too long, result in passengers deciding to no longer use transit due to travel time and unreliability. Mr. Desmond also stated that the revised route will also stop at a main street and is expected to attract more riders.

Mr. Cunningham commented on route 944. He stated that he appreciated the increased service in the midtown area, he opposes cutting the service down Garden Road. He suggested limiting the loop on Garden Road and making an alternative stop to help provide access to people in that area. Mr. Cunningham also commented on route 945A. He stated that he wants to see data specific to the discontinuation of route 945A. Mr. Cunningham said that route has many riders who are developmentally disabled trying to get to school and they do not have alternative modes of transportation.

Mr. Sandke suggested that mobility issues be taken into consideration when making decisions for the proposed changes. He stated that he is leaning towards supporting the full TOP alternative option. Mr. Sandke said he will email specific comments on routes to staff. He asked for staff to consider other senior transportation service options. He also stated that he supports maintaining service on route 83.

Ms. Rios commented on routes 44 and 854. She stated that she would like to see alternative options for these routes and to consider seniors and disabled riders. She commented on route 963 and said that she is concerned about wheelchair users on Granger Avenue. She noted that the City of National City is proposing to make Granger Avenue a one-way street. Ms. Rios stated that she wants to keep route 967 service on Mariposa Place. She also noted that she is leaning towards supporting the full TOP alternative option.

Ms. Bragg commented that she has concerns about routes 14, 44, 84, 832, 854, 870, 963, and 967. She stated that she is leaning toward supporting the full TOP alternative option. Ms. Bragg asked for staff to please consider the comments provided by the disabled community. She said to look into the scheduling and connection issues that were raised. Ms. Bragg also commented that she has received requests for a route 901 express.

Mr. Diaz commented that he agrees with adding more shelters and benches, and said that comfort on buses is also important for the riders. He stated that he has concerns with route 854 proposals. Mr. Diaz recommended staff looking into which resources are available after the cuts are implemented and to consider the implication to the riders and communities. He asked for staff to look into expanding service hours in certain areas. He commented on route 963 and the challenges people will have having to walk up the hill. Mr. Diaz also asked staff to look at route 704. He said he likes realigning the route to 3rd Avenue, but would like to see the route maintained on E Street.

Action Taken

No action taken.

CLOSED SESSION

24. Closed Session Items

The Board convened to Closed Session at 12:02 p.m.

a. CLOSED SESSION - CONFERENCE WITH LABOR NEGOTIATORS PURSUANT TO CALIFORNIA GOVERNMENT CODE SECTION 54957.6
Agency: San Diego Trolley, Inc. ("SDTI")
Agency-Designated Representative: Jeff Stumbo
Employee Organization: Public Transit Employees Association (Representing Train Operators, Mechanics, Servicepersons and Clerical Staff at SDTI)

b. CLOSED SESSION - CONFERENCE WITH LABOR NEGOTIATORS PURSUANT TO CALIFORNIA GOVERNMENT CODE SECTION 54957.6
Agency: San Diego Transit Corporation ("SDTC")
Agency-Designated Representative: Jeff Stumbo
Employee Organization: Amalgamated Transit Union, Local 1309 (Representing Bus Operators and Clerical Staff at SDTC)

c. CLOSED SESSION - CONFERENCE WITH LABOR NEGOTIATORS PURSUANT TO CALIFORNIA GOVERNMENT CODE SECTION 54957.6
Agency: San Diego Trolley, Inc. ("SDTI")
Agency-Designated Representative: Jeff Stumbo
Employee Organization: Transit Enforcement Officers Association (Representing Code Compliance Inspectors)

d. CLOSED SESSION - CONFERENCE WITH REAL PROPERTY NEGOTIATORS PURSUANT TO CALIFORNIA GOVERNMENT CODE SECTION 54956.8
Property: The San Diego and Arizona Eastern Railway Company (SD&AE) Desert Line from approximate Mile Post 60 to approximate Mile Post 130 (Division to Plaster City) in San Diego and Imperial Counties
Agency Negotiators: Paul Jablonski, Chief Executive Officer; Karen Landers, General Counsel; and Tim Allison, Manager of Real Estate Assets
Negotiating Parties: Baja California Railroad, Inc. (BJRR)
Under Negotiation: Price and Terms of Payment under Desert Line Lease and Operating Agreement

The Board reconvened to Open Session at 12:22 p.m.

Oral Report of Final Actions Taken in Closed Session

Karen Landers, General Counsel, reported the following:

a. The Board received a report and gave instructions to negotiators.

b. The Board received a report and gave instructions to negotiators.

c. The Board received a report and gave instructions to negotiators.

d. The Board received a report and gave instructions to negotiators.

DISCUSSION ITEMS

30. None.

REPORT ITEMS

46. Operations Budget Status Report for May 2017 (Mike Thompson) (TAKEN OUT OF ORDER)

This report was waived.

Action Taken

Mr. Cunningham moved to waive the Operations Budget Status Report for May 2017. Ms. Cole seconded the motion, and the vote was 10 to 0 in favor with Mr. Alvarez, Mr. Arambula, Mr. Arapostathis, Mr. Hall, and Ms. Gomez absent.

45. Fare Collection Update (Sharon Cooney)

Sharon Cooney, Chief of Staff, provided an update related to the Fare Collection system. She introduced Israel Maldonado, the new Fare System Administrator for MTS. Rob Schupp, Director of Marketing and Communications, continued the presentation. He discussed the launches of Compass Cloud and Compass Cash. He stated that Compass Cloud, the mobile ticketing application, launched on March 30th, and Compass Cash, or stored value, launch on June 28th. He presented a demonstration video of the Compass Cloud application. Mr. Schupp stated that MTS has had an aggressive marketing campaign for both Compass Cloud and Compass Cash. Lastly, he reviewed the transactions and revenue results since the launches.

Ms. Cooney discussed the Next Generation Fare Collection System. She stated that the current fare collection system is out of date and at the end of its useful life. Ms. Cooney stated that the future fare collection system will be an account based system; have integrated mobile ticketing; be nonproprietary with open architecture; have the ability to integrate with multiple hardware options; have better financial and data tools; and have greater flexibility in the fare policy. Ms. Cooney discussed the planning process for system modernization. She stated that MTS staff launched a process for deciding what to do next with the fare collection system in 2014. Ms. Cooney noted that we hired CH2M, a leading fare collection consulting expert in the nation, in 2016. She reviewed the Concept of Operations document and development process. She noted that the Concept of Operations document is a living document and will be updated continuously. She reviewed the various systems that will need to be procured for the new system. Ms. Cooney discussed details of the two step strategy core procurement process. Lastly, she reviewed the project's next steps going forward.

Mr. Diaz commented that he has had issues in the past trying to obtain and use compass cards from the ticket vending machines. He recommended to staff to ensure that the new machines are easy to use and intuitive for riders.

Action Taken

No action taken. Informational only.

60. Chairman's Report

There was no Chairman's Report.

61. Chief Executive Officer's Report

There was no Chief Executive Officer's Report.

62. Board Member Communications

Mr. Diaz commented that he was pleased to see the great results reported on the Disadvantaged Business Enterprise (DBE) item in the Board packet.

63. Additional Public Comments on Items Not on the Agenda

There were no additional public comments.

64. Next Meeting Date

The next regularly scheduled Board meeting is September 21, 2017.

65. Adjournment

Chairman Mathis adjourned the meeting at 12:44 p.m.

/s/ Harry Mathis
Chairperson
San Diego Metropolitan Transit System

Filed by:

/s/ Julia Tuer
Clerk of the Board
San Diego Metropolitan Transit System

Approved as to form:

/s/ Karen Landers
General Counsel
San Diego Metropolitan Transit System

Attachment: Roll Call Sheet

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS
ROLL CALL

MEETING OF (DATE): July 20, 2017 CALL TO ORDER (TIME): 9:00 a.m.

RECESS: _____ RECONVENE: _____

CLOSED SESSION: 12:02 p.m. RECONVENE: 12:22 p.m.

PUBLIC HEARING: 9:14 a.m. RECONVENE: 11:30 a.m.

ORDINANCES ADOPTED: _____ ADJOURN: 12:44 p.m.

BOARD MEMBER		(Alternate)		PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
ALVAREZ	☒	(Cate)	☐	9:03 a.m.	11:40 a.m.
ARAMBULA	☒	(Mendoza)	☐	9:00 a.m.	11:46 a.m.
BRAGG	☒	(Spriggs)	☐	9:00 a.m.	12:44 p.m.
COLE	☒	(Cate)	☐	9:00 a.m.	12:44 p.m.
CUNNINGHAM	☒	(Mullin)	☐	9:15 a.m.	12:44 p.m.
GOMEZ	☒	(Cate)	☐	9:00 a.m.	12:22 p.m.
HALL	☒	(TBD)	☐	9:00 a.m.	12:22 p.m.
MATHIS	☒			9:00 a.m.	12:44 p.m.
MCCLELLAN	☐	(Goble)	☒	9:00 a.m.	12:44 p.m.
MCWHIRTER	☐	(Arapostathis)	☒	9:00 a.m.	12:22 p.m.
RIOS	☒	(Sotelo-Solis)	☐	9:00 a.m.	12:44 p.m.
ROBERTS	☒	(Cox)	☐	9:00 a.m.	12:44 p.m.
SALAS	☐	(Diaz)	☒	9:00 a.m.	12:44 p.m.
SANDKE	☒	(Donovan)	☐	9:00 a.m.	12:44 p.m.
ZAPF	☒	(Cate)	☐	9:07 a.m.	12:44 p.m.

SIGNED BY THE CLERK OF THE BOARD: Julia Tuer

CONFIRMED BY THE GENERAL COUNSEL: Karen Cox

MTS Metropolitan Transit System

AGENDA ITEM NO. 3

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED 1

PLEASE SUBMIT THIS COMPLETED FORM (AND YOUR WRITTEN STATEMENT) TO THE CLERK OF THE BOARD PRIOR TO DISCUSSION OF YOUR ITEM

1. INSTRUCTIONS
 This Request to Speak form must be filled out and submitted in advance of the discussion of your item to the Clerk of the Board (please attach any written statement to this form). Communications on hearings and agenda items are generally limited to three minutes per person unless the Board authorizes additional time; however, the Chairperson may limit comment to one or two minutes each if there are multiple requests to speak on a particular item. General public comments on items not on the agenda are limited to three minutes. Please be brief and to the point. No yielding of time is allowed. Subjects of previous hearings or agenda items may not again be addressed under General Public Comments.

(PLEASE PRINT)

DATE	9-21-17
Name	Martha Welch
Address	901 F St #409
Telephone	6197045938
Email	marthawelch69@yahoo.com
Organization Represented	
Subject of Your Remarks	MTS
Regarding Agenda Item No.	# 3 Public Comment
Your Comments Present a Position of:	☐ **SUPPORT** ☐ **OPPOSITION**

2. TESTIMONY AT NOTICED PUBLIC HEARINGS
 At Public Hearings of the Board, persons wishing to speak shall be permitted to address the Board on any issue relevant to the subject of the Hearing.

3. DISCUSSION OF AGENDA ITEMS
 The Chairman may permit any member of the public to address the Board on any issue relevant to a particular agenda item.

4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA
 Public comment on matters not on the agenda will be limited to five speakers with three minutes each, under the Public Comment Agenda Item. Additional speakers will be heard at the end of the Board's Agenda.

NOTE: Subjects of previous hearings or agenda items may not again be addressed under General Public Comments.

MTS Metropolitan Transit System

AGENDA ITEM NO. 3

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED 32

PLEASE SUBMIT THIS COMPLETED FORM (AND YOUR WRITTEN STATEMENT) TO THE CLERK OF THE BOARD PRIOR TO DISCUSSION OF YOUR ITEM

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(PLEASE PRINT)

DATE	SEPT 21ST 2017
Name	DAVID RODGER
Address	525 C STREET
Telephone	619 750-3355
Email	GOAPPR@GMAIL.COM
Organization Represented	HUMAN RACE
Subject of Your Remarks	NOISE POLLUTION + Tourist Info
Regarding Agenda Item No.	YOU TELL ME
Your Comments Present a Position of:	☐ SUPPORT ☐ OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS
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MTS Metropolitan Transit System

AGENDA ITEM NO. 3

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED 4/3

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(PLEASE PRINT)

DATE	
Name	Sara K. Bludgett
Address	Truxtun Rd San Diego
Telephone	858-382-3595
Email	sara@sandiegodancetheater.org
Organization Represented	San Diego Dance Theater
Subject of Your Remarks	Trolley Dances public performance collaboration w/ MTS & city of S.D.
Regarding Agenda Item No.	
Your Comments Present a Position of:	☐ **SUPPORT** ☐ **OPPOSITION**

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MTS Metropolitan Transit System

AGENDA ITEM NO. 3

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED 4

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(PLEASE PRINT)

DATE	09/21/17
Name	Martina Valencia
Address	954 Ellen Ln.
Telephone	619/917-3226
Email	nana-martina@live.com
Organization Represented	Retired
Subject of Your Remarks	Bus Route 894 (Weekend service)
Regarding Agenda Item No.	Not TOP
Your Comments Present a Position of:	☐ SUPPORT ☐ OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS
 At Public Hearings of the Board, persons wishing to speak shall be permitted to address the Board on any issue relevant to the subject of the Hearing.

3. DISCUSSION OF AGENDA ITEMS
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September 21, 2017

SDMTS Board of Directors
Harry Mathis (Chairman)

I represent and belong to a group of 300 commuters of Bus Route 894 between Campo, Potrero, Tecate, Dulzura, Jamul, Rancho San Diego and El Cajon Ca.

This is a petition letter regarding two issues:

1- Route 894 to discontinue stop at Pkwy. Plaza at El Cajon, CA

We do not support your TOP, as the effects of such it will be negative and we appeal to you're good judment to keep such stop.

2 - Base on our survey it is overwhelming the increase of commuters to the max capacity on daily basis. Please add Bus Route 894 service on weekends, specially only on **Saturdays**, (**we request only one service**) departing from Campo to El Cajon early morning and returning late afternoon from El Cajon to Campo as it will benefit tremendously people going to work.

We are pleased with SDMTS providing rural service trough the years and with time the increase of people using public transportation has become a crucial important necesity in our daily life.

300 original signatures accompanied this letter, plus 1001 e-signatures more at our petition online Commuters Bus Route 894 Change.org

https://www.change.org/p/sdmts-san-diego-ca-don-t-discontinue-stop-at-pkwy-plaza-el-cajon-ca-add-weekend-service?recruiter=308009621

We appreciate your support,

Commuters Bus Route 894 / Commutersbr894@outlook.com
Martina Valencia

cc: Dianne Jacob

County Supervisorial District 2

BUS ROUTE 894 PETITION: 1- (AGAINST) DISCONTINUE STOP AT PARKWAY PLAZA EL CAJON,CA
2- (ADD) SERVICE ON WEEKENDS SATURDAY OR SUNDAY

NAME	SIGNATURE	CITY	E-MAIL
Maria Ochoa	Maria Ochoa	Tecate Ca	
Maria Gonzalez	M. G. G.	Spring Valley	
Gloria Camarena	Gloria Camarena	Tecate. B.C	
Beatriz Navarrete Lopez		TECATE CA.	
Rosaura Lopez Garcia	Rosaura Lopez Garcia	TEC-TE Ca.	
M. Rodriguez	M. Rodriguez	TECATE CA	
Rosa Jaramillo	Rosa Jaramillo	Fontana cy	
Bill Smith	Bill Smith	Potrero CA	
Lilia Agusto	AA	Jamul ca	
Oscar Ruiz	Oscar Ruiz	Jamul CA	
Emily Hill	Emily Hill	Potrero CA	
David Ruiz	DR	Campo	
Lidia Romero	Romero	Spring Valley	
Claudia Vale	Claudia Vale	Potrero CA	
Josephine Knight	Josephine Knight	Potrero	
Liliana Val	Liliana Val	Tecate BC	

2 BUS ROUTE 894 PETITION: 1- (AGAINST) DISCONTINUE STOP AT PARKWAY PLAZA EL CAJON,CA
2- (ADD) SERVICE ON WEEKENDS SATURDAY OR SUNDAY

NAME	SIGNATURE	CITY	E-MAIL
Reyna Jaimes	Reyna Jaimes	Campo Ca,	
JAMES WILSON	James Wilson	Campo CA	killersex101@gmail.com
Barbara Acevedo	Acevedo	Tecate CA	
Lorena Enriquez		Tecate CA	
Ivan Lopez		Tecate CA	
Daniela Chavez	Daniela Chavez	tecate, CA	
Brian Lucio	BL	Potrero, CA	thunderbuddys68@gmail.com
Steven Aguilar		El Cajon, CA	
Lennor Amaya	Lennor Amaya	El cajon CA	agosto52009@hotmail.com
Cristina Macnieyus		Rancho San Diego	
Angel Villanueva	Angel Villanueva	El cajon	
Jesus flores	JF	Tecate Ca.	
ARCADIO AMAYA V	Arcadio Amaya V.	EL CAJON, CA	solteron1964@gmail.com
Adriana Jorczak		Tecate CA	
Jose Reyes		Tocate B.C.	
Giselle Bautista	Giselle Bautista	Tecate CA	geesotraa@gmail.com

3

BUS ROUTE 894 PETITION: 1- (AGAINST) DISCONTINUE STOP AT PARKWAY PLAZA EL CAJON,CA
2- (ADD) SERVICE ON WEEKENDS SATURDAY OR SUNDAY

NAME	SIGNATURE	CITY	E-MAIL
Elsi Fuentes	Elsi Fuent	Tecate CA	
MARIA CARDENAS	Maria Cardenas	JACUMBA, CA.	
RENÉ PEÑALOSA		TECATE, BC	
Asmara Ben		Spring Valley CA	
Tency Valdivia.	Tency VALDIVIA A.	Tecate CA	
Jessica M. Cruz	Jessica Cruz V.	TECATE CA	
Gregoria Ojeda	Gregoria Ojeda	Tecate CA	
Crescencio Gomez		Tecate Ca	
Rosa Maria Hernandez D.		TECATE, B.C.	
Rafaela Serrano		Y C T MEXICO	
ELIZABETH Covarrubias	ELIZABETH C.P.	tecate B.C.	
Alma Alvarez	Alma Yadira R.A.	TECATE B.C.	
Karel Moreno	Karel Moreno.	Tecate B.C.	
Alexandra Morales		Tecate BC.	
Soledad HERNANDEZ	Soledad Hernandez	tecate B.C.	
Cecilia colinz.	cecilia colin	tecate B.C.	

4/ **BUS ROUTE 894 PETITION: 1- (AGAINST) DISCONTINUE STOP AT PARKWAY PLAZA EL CAJON,CA**
2- (ADD) SERVICE ON WEEKENDS SATURDAY OR SUNDAY

NAME	SIGNATURE	CITY	E-MAIL
Emperatriz Saldivar		Tecate BC Mex	empera.14@gmail.com
Adilene Guevara	Adilene G.	Tecate BC Mex	adilenegguevara@gmail.com
Maria D. Serna	Maria	Spring Valley	—
Yaquelin Cazares	Caz	El cajon ca	Jacksjm99@icloud.com
Ariel Serratos		El Cajon	—
Myriam Medrano	Myriam M.	E Tecate Mex	20150326@hotmail.com
LEONOR AMAYA VALENCIA	Leonor Valencia	TECATE B.C. MEX	leonoravg3@hotmail.com
Michelle Gracia	MG	Tecate B.C TTex	Michellegracia96@gmail.com
Uriel Alexis Gonzalez Amaya		Tecate B.C mex.	Alexis22_a997@Hotmail.com
José Castro	Jose L. Castro	San. Bernardino	—
Juan zandra	Juan Zandra	TECATE. BC	—
ISRAEL ARAUJO		TECATE, CA	israelgom1985@hot.com
Leonor Amaya	Leonor m	El cajon ca	agosto52009@hotmail.com
Maria Olvera	Ma. Maria Olvera	El Cajon Ca.	—
Oscar Chavez		El Cajon CA.	sd_since92@live.com
Daniel Cole	Daniel Cole	Tecata Ca	daniel Cole 8-28-82 At G mail

5/ **BUS ROUTE 894 PETITION: 1- (AGAINST) DISCONTINUE STOP AT PARKWAY PLAZA EL CAJON,CA**
2- (ADD) SERVICE ON WEEKENDS SATURDAY OR SUNDAY

NAME	SIGNATURE	CITY	E-MAIL
MAKIA Aguilar		El Cajon	
Natalia Enriquez	Natalia Enriquez	Chula Vista	Enriquezhatalia14@Gmail
April Osuna	April	El Cajon	april_osuna@yahoo.com
Erika Leyva D	ERIKA LEYVA D	TECATE	erika1985@hotmail.com
Edgar martinez	Edgar martinez	TECATE	
Ma Circuncision Gonzalez MS	Ma Circuncision Gonzalez MS.	Tecate.	
Clementina Carrillo Ramos	Clementina Carrillo Ramos	tecate	
Michelle . M	Michelle M	La Dulzura	
JESUS Magallon		TECatue.	
Claudia A. Arla	Claudia Arla	Tecate.	
KAREN SOLIS		TECATE	karensolis120@gmail.com
Carolina Topete R.	Carolina	Tecate b.c.	Escmrodriguez190513@gmail.com
Gabriela Ugalde		Tecate Ca	gabyugalde2403@gmail.com.
Eleoforo Lopez	Eleodoro Lopez	Tecate BC	
KinaraBrambila	Kinara B.	Campo CA.	
Sujey A. BORRAYO	Sujey	TECATE BC.	

6/ **BUS ROUTE 894 PETITION: 1- (AGAINST) DISCONTINUE STOP AT PARKWAY PLAZA EL CAJON,CA**
2- (ADD) SERVICE ON WEEKENDS SATURDAY OR SUNDAY

NAME	SIGNATURE	CITY	E-MAIL
RICARDO SOTELO		TECATE	sotelopartscarrera@hotmail
Tonya Hoyer	Tonya	Tecate Mex	
Jonathan Ramirez	Jonathan Ramirez	Tecate Mex	joram3458@gmail.com
Roscencio Medina		Tecate	
Samantha Montenegro		Tecate mex	
Victor Martinez		La Kie Morena Campo	victmart760@gmail.com
Emily Gonzalez		Tecate Ca	
Mimi Cruz		El Cajon / San Diego	micruz@ucsd.edu
Mario Rojas		Tecate Mex	mario_sergio9600@hotmail.com
Andres Guerrero		TECATE CA	
Ray Collado	Ray Collado	Tecate	Thefatpcgamer1234@gmail.com
THomas Byerly	Thomas Byerly	Tecate MX	
Yajaira Ruiz	Yajaira Ruiz	Tecate	Yhajairadema@gmail
Arango	Arango	Tecate	
Berta Rodriguez	San Diego	San Diego	
Luz Enriquez F	Luz	Tecate Mexico	

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BUS ROUTE 894 PETITION: 1- (AGAINST) DISCONTINUE STOP AT PARKWAY PLAZA EL CAJON,CA
2- (ADD) SERVICE ON WEEKENDS SATURDAY OR SUNDAY

NAME	SIGNATURE	CITY	E-MAIL
Robert Manny Quijano		Tecate Ca	quijano.tkt1@outlook.
Alma Ma. Mejia Gomez		Tecate Ca	6515113579
Noelia L. Vazquez		tecate CA.	noelia28_364377@hotmail.com
DANIEL INFANTE		TECATE CA.	DANIEL INFANTE CALLARDO@GMAIL.COM
Priscila A. PRICE		TECATE CA	priscilaprice@gmail.com
Ana Cristina Alvarado		Tecate Ca.	AnaC971@gmail.com
Viviana Alexa Enriquez		Tecate, CA	enriquezvivianaa@gmail.com
Arlett Provencio		Tecate, Ca	arlettprovencio@yahoo
Joanna Sandoval		Tecate, CA	js0890766@sweid.edu
Jairo Perez		Tecate, CA	—
Priscilla Padilla		Tecate, ca	priscillapadilla1991@gmail.com
Sabina Martinez de Aguilar		Tecate, CA	—
Arturo Medina Ortiz		Tecate Ca.	—
Oscar A. Alonso		Lemon Grove	—
Daramedary Aguilar		Tecate, Ca.	duh-278@hotmail.com
Celia Villasenor		Tecate ca.	esperanzaVillasenor@live.com

8/ **BUS ROUTE 894 PETITION: 1- (AGAINST) DISCONTINUE STOP AT PARKWAY PLAZA EL CAJON,CA**
2- (ADD) SERVICE ON WEEKENDS SATURDAY OR SUNDAY

NAME	SIGNATURE	CITY	E-MAIL
maria matreato	maria matreato	national C4	
Ernesto preciado		el cajon - Tecate	Brozopreciado72@hotmail.com
Dayane Limón Camacho	Dayane L.C.	Tecate B.C. MX	ashtapadz7@hotmail.com
Ingrid Martinez	Ingrid.	Lemon Grove	marttinezingrrid@gmail.com
ARACELI BAEZ.		TECATE BC.	
YARA Elizalde	YARA Lizdey	San diego CA	YARA-Ricar25@hotmail.com
Ester Sanchez		Tecate BC.	estermarde25@yahoo.com
Erick Arenas		Tecate B.C.	erickarenasisaac@gmail.com
Giovanny Padilla		Tecate B, C.	giovannyPadillawk@gmail.com
EDgar martinez	EDgar martinez	Tecate B.C	
Hector Corvera		Tecate B, C.	Tel 619 13[illegible]
Jeremiah Zarate		Campo CA	mixxfoo@live.com
Victor Martinez		Campo CA	Vicmart760@gmail.Com.
Imelda Ortega		Tecate B. Ca	ImeldaOrtega@Outlook
JOSE JESUS VILLAPANDO		Tecate B. C.	
Faustino Cuevas		Tecate B.C.	

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BUS ROUTE 894 PETITION: 1- (AGAINST) DISCONTINUE STOP AT PARKWAY PLAZA EL CAJON,CA
2- (ADD) SERVICE ON WEEKENDS SATURDAY OR SUNDAY

NAME	SIGNATURE	CITY	E-MAIL
MARIA C Flores	Maria C Flores	Ceres Blvd Cedar	
Gema Gonzalez	Gema Gonzalez	El cajon Ca.	
Aylin Hernandez		El Cajon C.A	Aylinvieiboi@hotmail.com
Luz Estrada	Luz Estrada	Teccite C.A.	ValeryserratosEi hotmail.com
Kimberly Estrada	Kimberly Estrada	Tecate C.A.	Estradaserrato@hotmail.com
Danaly Brambila	Danaly Brambila	Tecate C.A.	brambila.danaly16@gmail.com
Sebastian Rico	Sebastian Rico	Tecate	sebastian0112@gmail.
Jacquelyn Rico	Jacquelyn Rico	tecate	
Esteban Rico	Esteban Rico	tecate, CA	ricoesteban45
Jose P.	Ramos	Tecate. CA	Uus
JAKELIN ARMENTA		TECATE	Jakelinemeji0171@gmail.com
Emily Rochin	Emily Rochin	Tecate	emiroc-10@yahoo.com
Steven Bonilla		Tecate	stevejbonilla@gmail.com
Valerie Rochin	Valerie135685@me.com	Tecate	
Jaime Carranza	Jaime Carranza.	Tijuana	jaimesalascarranza11@gmail.com
Omar Gonzalez	Omar Gonzalez	Tecate	mendozaakai5777@gmail.com

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2- (ADD) SERVICE ON WEEKENDS SATURDAY OR SUNDAY

NAME	SIGNATURE	CITY	E-MAIL
Gabriel		Spring Valley	
Nadia Pentena	Nadia P H	Humphries tecate	nadia-renteria20120
Daniel Huesca		TECATE	
Andres Gonzalez	A Gonzalez	SAN DIEGO	andy.g13@live.com
Ana Orenday	Ana Orenday	Tecate C.A.	ana_9st@hotmail.co
LEONOR SABADA	Leonor Sabada	TECATE CA	
Alejandra Godinez		TECATE C.A.	misscowgirl81@hotmail.c
Carmen Godinez		Tecate, CA	puni.76@hotmail.com
Ramon Godinez		tecate CA	RigF_251084@hotmail
Sulay Odalis Felix	Sulay O. Felix.	Spring Valley	Sulayfelix181@hot
JOEL MURILLO		SPRING VALLEY	
Jorge López Jr	Jorge	tecate C.A.	
Jesus Beltran		Tecate CA	
Stephanie Carle	Stephanie Carle	Tecate, CA	
Maria Carle	Maria Carle	Tecate, CA.	
Martina Valencia	Martina Valencia	El Cajon, Ca	nana-martina@live.com

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BUS ROUTE 894 PETITION: 1- (AGAINST) DISCONTINUE STOP AT PARKWAY PLAZA EL CAJON,CA
2- (ADD) SERVICE ON WEEKENDS SATURDAY OR SUNDAY

NAME	SIGNATURE	CITY	E-MAIL
Rodolfo Bolivar		Tecate Ca.	bolivar-rodolfo@yahoo
Claudia Sandoval		El Cajon CA	csandoval-da@hotmail
Carmen Rocha	Carmen V. Rocha M.	Tecate B.C. Mex.	ojosverdes1577@Gmail.
Albertina Gonzalez	Albertina Gonzalez.	CHULA Vista Ca.	—
Maria Magallón		Santee CA.	—
Maria Fernandez		Tecate B.C Mex	—
Jessica Parra	Jessica Parra P.	Teiate B.C. Mex.	—
Angel Tapia	Tapia Gonzalez	Tecate B C. Mex	Tapia.gonzalez27@gmail
Jesyka Garcia		Tecate California	jesykagrc@gmail.com
Rosalene Sanchez		Tecate ca	Rosalenejuarez@gmail
Jessica Zavala		Tecate BC. Mex	jessicazavala231@gmail.com
Leonor Gonzalez		Tecate ca.	—
Cecilia Camacho		Tecate B. C	cheeha_camacho90@hotmail.co
Maria Agredano	Maria R. A.	Tecate B. C.	mrochin@tecatefurniture
José Gallo		Tecate BC	libraros@hotmail.com
Sonia Saldivar	Sonia Saldivar	Tecate BC Mex	—

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BUS ROUTE 894 PETITION: 1- (AGAINST) DISCONTINUE STOP AT PARKWAY PLAZA EL CAJON,CA
2- (ADD) SERVICE ON WEEKENDS SATURDAY OR SUNDAY

NAME	SIGNATURE	CITY	E-MAIL
Johana Barraza Rios		Tecate C.A	JenFK-69@Hotmail.com
Alejandro Daniel Moreno		11863 st. ⊆ Artesia C.A	TJchilango1975@gmail.com
Juan Valdez	Juan Valdez	Tecate BC Mex	—
Ramon Medina	R Medina	S Diego CA	—
Stephania Diaz		Tecate BC. Mexico	Stephaniakrim@outlook.com
Jose Manuel Hernandez B		tecate CA.	Joscherban@hotmail.com
Analy Hernandez	Analy Hernandez	Tecate BC Mexico	goma-hernandez45@yahoo
Alfredo Arango	Arango	TecaTe cal.	—
Karel Solano Malagon		Tecate Bc. Mex	Karelsmis@hot.com
Priscila muñoz de A.		San diego C.A.	—
Necxoli Castro		Tecate, CA	Necxoly@gmail.com
Juan Mora		San diego ca	morayana@yahoo.com
Alma Fely		Tecate BC Mex	—
ana Jimenez		Tecate BC mex	—
Bertha Gonzalez		potrero CA.	—
Francisco Gonzalez		potrero CA.	—

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BUS ROUTE 894 PETITION: 1- (AGAINST) DISCONTINUE STOP AT PARKWAY PLAZA EL CAJON,CA
2- (ADD) SERVICE ON WEEKENDS SATURDAY OR SUNDAY

NAME	SIGNATURE	CITY	E-MAIL
Jerald Meeks		CAMPO CA	
Yesenia Garcia		TECATE CA	
Rosalba Linares M	Rosalba Linares M.	El Cajon CA	
Juan manuel		El Cajon CA	
Jessica Zavala		Tecate B.C	jessicazavala231@gmail.com
Dayang Lee		Tecate B.C	idy96@naver.com
Ricardo Iniguez	Ricardo	Tecate B.C.	
Sr Juan Ignacio Camaney		Tecate B.C.	
Everardo Garcia		Tecate B.C.	
Helen Alba		Spring Valley (Tecate)	
Daniel Enriquez		Tecate B.C	
Josephine Salazar	Josephine Salazar	Potrero, CA	
BRANDON CAMPAÑONA		TECATE B.C	
Elba Torres-Cuevas	Elba Torres Cuevas	tecate B.C	
Gabysalazdy	Gabriela Salazar	tecate B.C	sizrgaby@gmail.com
Hilbi Lopez		tecate B.C	

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BUS ROUTE 894 PETITION: 1- (AGAINST) DISCONTINUE STOP AT PARKWAY PLAZA EL CAJON,CA
2- (ADD) SERVICE ON WEEKENDS SATURDAY OR SUNDAY

NAME	SIGNATURE	CITY	E-MAIL
Marissa Morales	Marissa Morales	El cajon Ca.	moralesmarissa28@gmail.com
ESTEBAN PERALTA VEGA	Esteban Peralta Vega	SAN DIEGO	
Eliza Martinez		El Cajon	
MARIA Reyes	MARIA Reyes	EL CAJON	
Socorro Magallanes	Socorro Magall-	El cajon	
Luis MENDOZA	Luis O. Mat	NATIONAL CITY	mendoza-luisoctavio@gmail.com
Angeles Tinoco	Angeles T	El cajon	angeles.tinoco@gmail
ISMAEL RODRIGUEZ	ISMAEL	TECATE CA	
Esequiel Peguero	Esequiel Peguero	Tecate CA.	
Felipe Flores		Ocean Valley	
modesto lobion	modesto lobion	TECATE MEXICO	
CONCEPCION GONZALEZ	Concepcion Gonzalez	SAN Diego CA	
Leina Quintanilla		El cajon	
LAURA TAPIA	Laura Tapia	EL CAJON	
Azucena Alvarez	Zucy Alvarez	Chula Vista	
Yamira Aguilar	Yamira Aguilar	Chula Vista	

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BUS ROUTE 894 PETITION: 1- (AGAINST) DISCONTINUE STOP AT PARKWAY PLAZA EL CAJON,CA
2- (ADD) SERVICE ON WEEKENDS SATURDAY OR SUNDAY

NAME	SIGNATURE	CITY	E-MAIL
DAVI RODRIGES		TECATE B.C	———
Raquel Zapien	Raquel Zapien	Tecate, CA	———
Maria Pineda	Maria Peñeda	Tecate, CA	———
Andrea Gomez	Gomez Andrea	Tecate CA	andreaberenice gomez@gmail.com
Fernando Morga	Fernando Morga	Tecate CA	———
Estefania Diaz	Diaz Estafania	Tecate CA	———
Viviana Enriquez		Tecate CA	———
Gabriela Ugalde		Tecate.	———
Jorge A. C.C.	Jorge C.C.	TECATE	———
Mildred Rivas		Tecate, CA	Mildredconnection[illegible]
Hector GARCIA	Hector garcia	POTRERO, CA	MUGGZ.HECTOR9219 YAHOO.COM
CESAR GARCIA	Cesar Garcia	POTRERO CA.	cesarrgarcia74@yahoo
Jessica Zavala		Tecate, B.C.	jessicazavala231@ymail.com
Dayoung Lee		Tecate, B.C.	idy96@naver.com
Miguel Mata		Tecate, BC.	migumomata@Hotmail.com
Aglin Hernandez.		Tecate	AglinVoleiba1819@hotmail.com

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2- (ADD) SERVICE ON WEEKENDS SATURDAY OR SUNDAY

NAME	SIGNATURE	CITY	E-MAIL
Armando Diaz		EL CAJON	diazarmando524@rose.com
Hector Tegueros	Hector M Tegueros	TECATE, CAL.	
Leonardo Garcia		Tecate CA	
Catalina araujo	Catalina G. Araujo	tecate ca.	
STEPHEN WRAY		TECATE CAL	
ANGEL SERRATO		TECATE CAL	
Dania Jimenez	Dania Jimenez	CAMPO CA	
PAUL HART	Paul Hart	TECATE	
[illegible]	Shopping	Tecate	
Estaquio Rodriguez	Estaquio Rodriguez	Tecate	
Moroni Chavez		Tecate/SD	
Jonathan Lopez	Jonathan Lopez	Tecate / BC	correa5ix@Gmail.com
LUZ Quinonez	Luz C. Quinonez	2004 Bonita st	
Alex Sevilla	AS	Lemon Grove Ca	
Juan Luyuz	Juan Luyuz	El Cajon 91945	
Irma Cornejo	Cornejo	Tecate	

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BUS ROUTE 894 PETITION: 1- (AGAINST) DISCONTINUE STOP AT PARKWAY PLAZA EL CAJON,CA
2- (ADD) SERVICE ON WEEKENDS SATURDAY OR SUNDAY

NAME	SIGNATURE	CITY	E-MAIL
José Garcia	Jose Garcia	Potrero C.A	
Juan macias		Potrero	
FERNANDO GARCIA	FERNANDO	Campo CA.	
Pedro martinez		campo	
Karina Cano	Karina Cano	Campo	
Fernanda Franco	Fernanda	Tecatito	
Daniela Mercado	Daniela	Campo	
Samantha	Samantha	Campo	
Lizeth Cano	Cano	Campo	
Alejandro Morales	Alejandro Morales	Potrero	Wan:alejandro.lagos@hot
Carlos Puentes	carlos Puentes	teccatito	
oscar jimenez	Oscar	Potrero	
alba Pascasio	alba pascasio	Campo	
fatima ortega	Ortega	Campo	
brijido Garcia	Brigido	Potrero	
Rutilia Ramirez	Rutilia	Campo	

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BUS ROUTE 894 PETITION: 1- (AGAINST) DISCONTINUE STOP AT PARKWAY PLAZA EL CAJON,CA
2- (ADD) SERVICE ON WEEKENDS SATURDAY OR SUNDAY

NAME	SIGNATURE	CITY	E-MAIL
Adan Duran 619 929-2814,	A. Duran	Potrero.	
Daniel Madrigal 619 415 5037	[illegible]	Potrero	dani24_1999@hotmail.com
Hilda Dellinger	[illegible]	Potrero	
De Villa Fco	[illegible]	Potrero	
Evadella Torres	Evadella Torres	Potrero	
Carlota Arreola B	Carlota Arreola B	Potrero	
Mercedes Arreola	Mercedes Arreola	Potrero	
Isabel ESperza	Isabel ESperza	Potrero	
Silvia Vazquez	[illegible]	Potrero & Terale	silvia@gmail.com
Noelia Vazquez	[illegible]	Potrero	
Neftali Sandoval	Neftali	Potrero	
Veronica Rivera		Potrero	
Cindy Cota		Potrero	
Alvarez		Potrero	619 322 004
Soledad	Sol	Potrero	
Ivan Garcia	Alejandro.	Potrero	Ivan022899@gmail.c

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BUS ROUTE 894 PETITION: 1- (AGAINST) DISCONTINUE STOP AT PARKWAY PLAZA EL CAJON,CA
2- (ADD) SERVICE ON WEEKENDS SATURDAY OR SUNDAY

NAME	SIGNATURE	CITY	E-MAIL
Aurora Morales	Aurora	Potrero C.A	
Paola Juarez	Paola Juarez	Tecate. C.A	
Maria Quintero	M. Q.	Potrero C.A	
619-638 1714 Jovita Rodriguez	Jovita Rodriguez	TECATE CA-	
619-373 4114 Ignacia Barrios		TECATE CA-	
6651067900 Elyria Cordero		Tecate	
619 6724688 Rebeca Murillo	REBECCA D.M.O	EL cajon CA-	
665 1203269 Roberto Cordero		Tecate	
FEDERICO GOMEZ	Federico Gomez	TECATE, CA.	
619-929-2814 Magdalena Duran	Magdalena Duran	Potrero.	
Sofia Martinez			
Lourdes Higuera			
Humberto Higuera			
LUCILA MATEUS	Lucila Mateus	POTRERO	
GERMAN QUIÑONES		POTRERO	
Margarita Romero	Margarita Romero	Potrero	

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BUS ROUTE 894 PETITION: 1- (AGAINST) DISCONTINUE STOP AT PARKWAY PLAZA EL CAJON,CA
2- (ADD) SERVICE ON WEEKENDS SATURDAY OR SUNDAY

NAME	SIGNATURE	CITY	E-MAIL
Margarita tovar	Mago	Potrero	
Norma Salgado		Potrero	
Luis Montalvo	Luis	Potrero	
Maria Martines	Maria		
Luz Perez	Luz	Potrero	
Ruben Vazques	Ruben	Potrero	
Consuelo Escobar			
Antonio Castro	Potrero	Antonio	
Mary Rodgrez	Maria Rgrez	Potrero	
Agostin Diaz		Potrero	
Mary Hall	Mary Hall	Potrero	
Candy Bonner	Candy Bonner	Potrero	candybonner@hotmail.
Michelle Houston	Michelle Houston	Potrero	
Dannia Murillo	Dannia Murillo	Potrero	
B. Arteaga	Barteaga	potrero	
Jose Arredondo	J.	Tecate	gatecat6@hot

MTS Metropolitan Transit System

AGENDA ITEM NO. 3

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED 5

PLEASE SUBMIT THIS COMPLETED FORM (AND YOUR WRITTEN STATEMENT) TO THE CLERK OF THE BOARD PRIOR TO DISCUSSION OF YOUR ITEM

1. INSTRUCTIONS
 This Request to Speak form must be filled out and submitted in advance of the discussion of your item to the Clerk of the Board (please attach any written statement to this form). Communications on hearings and agenda items are generally limited to three minutes per person unless the Board authorizes additional time; however, the Chairperson may limit comment to one or two minutes each if there are multiple requests to speak on a particular item. General public comments on items not on the agenda are limited to three minutes. Please be brief and to the point. No yielding of time is allowed. Subjects of previous hearings or agenda items may not again be addressed under General Public Comments.

(PLEASE PRINT)

DATE 9/21/17	
Name	Dan Lobell
Address	P.O. Box 121385
Telephone	(619) 261-5728
Email	dlobell.3h@gmail.com
Organization Represented	Self / Ridership
Subject of Your Remarks	Kneeling bus policy
Regarding Agenda Item No.	
Your Comments Present a Position of:	✓ **SUPPORT** ☐ **OPPOSITION**

2. TESTIMONY AT NOTICED PUBLIC HEARINGS
 At Public Hearings of the Board, persons wishing to speak shall be permitted to address the Board on any issue relevant to the subject of the Hearing.

3. DISCUSSION OF AGENDA ITEMS
 The Chairman may permit any member of the public to address the Board on any issue relevant to a particular agenda item.

4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA
 Public comment on matters not on the agenda will be limited to five speakers with three minutes each, under the Public Comment Agenda Item. Additional speakers will be heard at the end of the Board's Agenda.

NOTE: Subjects of previous hearings or agenda items may not again be addressed under General Public Comments.

Metropolitan Transit System

1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490
(619) 231-1466 • FAX (619) 234-3407

Agenda Item No. 6

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

September 21, 2017

SUBJECT:

LEASE AGREEMENT WITH PACIFIC AXE, LLC AT 1695 MAIN STREET, SAN DIEGO

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to execute a Lease Agreement with Pacific Axe, LLC for a lease at 1695 Main Street, San Diego.

Budget Impact

The total rent revenue for the initial 3-year lease term covered by the proposed lease agreement (September 2017 through September 2020) amounts to $191,454 credited to the Land Management budget.

DISCUSSION:

Pacific Axe, LLC (Lessee), seeks approval of a proposed lease agreement to lease approximately 10,800 square feet in “Bay 2” in the MTS warehouse at the above referenced address. MTS purchased the warehouse property in 2013 to hold for future expansion needs. In order to keep the property available for potential MTS needs, it has been advertised and marketed for short term uses instead of long term tenants.

The Lessee’s use for this lease space would be a recreational sporting venue for supervised hatchet throwing in accordance with the rules established by the National Axe Throwing Federation (www.nationalaxe.com). There are over 20 venues like this in the U.S. and more than 30 venues in Canada. One of the Lessee business partners is a former CEO of AMF Bowling which operated hundreds of bowling centers worldwide.

The Lessee has reviewed the proposed lease agreement and is agreeable to the provisions of this agreement. The proposed lease agreement uses MTS’s current standard form lease agreement. With the expectation that the proposed lease

Metropolitan Transit System (MTS) is a California public agency comprised of San Diego Transit Corp., San Diego Trolley, Inc. and San Diego and Arizona Eastern Railway Company (nonprofit public benefit corporations). MTS is the taxicab administrator for seven cities.

MTS member agencies include the cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, San Diego, Santee, and the County of San Diego.

agreement will be approved, the Lessee is required to obtain a Right of Entry Permit from MTS to make some tenant improvements for their venue facility at the proposed lease space. Once the initial 3-year lease term expires, the lease will continue on a six (6) month to six (6) month basis until cancelled by either party. MTS and Lessee shall each have the right to cancel this Lease upon one hundred and eighty (180) days written notice to the other party for any reason or for no reason. The rent is subject to a cost of living adjustment (COLA) of 3% per year over the amount paid the previous lease year.

/s/Paul C. Jablonski
Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmts.com

Attachment: A. Proposed Lease Agreement

MTS Doc. No. G2054.0-18

LEASE AGREEMENT

THIS LEASE AGREEMENT ("Lease") is made and entered into effective as of this _____ day of _____, 2017 ("Commencement Date"), by and between the SAN DIEGO METROPOLITAN TRANSIT SYSTEM, a California public agency ("MTS") and PACIFIC AXE, LLC ("Lessee").

IN CONSIDERATION OF THE RENTS AND COVENANTS hereinafter set forth, MTS hereby leases to Lessee, and Lessee hereby leases from MTS, the premises described below upon the following terms and conditions:

ARTICLE 1
LEASE OF PREMISES

MTS hereby leases to Lessee and Lessee hereby leases from MTS, for the rent and upon the covenants and conditions hereinafter set forth, the premises ("Premises") consisting of that certain real property described as follows: Bay 2 at 1695 Main Street, San Diego, CA 92113, being a portion of Assessor's Parcel No. 538-210-25-00 and consisting of approximately 10,800 square feet.

All of said leased real property, including the land all improvements therein, is hereinafter called the "Premises", and is outlined on the exhibit marked Exhibit "A" attached hereto and by this reference incorporated herein.

ARTICLE 2
TERM

The term of this Lease shall be for three (3) years hereinafter called the "Initial Term" commencing on the Commencement Date. Once the Initial Term expires the lease will continue on a six (6) month basis until cancelled by either party. MTS and Lessee shall each have the right to cancel this Lease upon one hundred and eighty (180) days written notice to the other party for any reason or for no reason.

ARTICLE 3
RENT

3.1 Base Monthly Rent. Lessee shall have three (3) months free rent for tenant improvements, commencing on the Commencement Date. Subject to the rental adjustment as provided in Section 3.2, Lessee shall pay as rent for the use and occupancy of the Premises the sum of five thousand six hundred and sixteen Dollars ($5,616.00) per month. Lessee shall pay said rent in advance, on the first day of each calendar month ("Rent Due Date"), without setoff, deduction, prior notice or demand, commencing on three (3) months after the Commencement Date. Should the Commencement Date be a day other than the first day of a calendar month, then the rent for such first fractional month shall be computed on a daily basis for the period from the Commencement Date to the end of such calendar month and at an amount equal to one thirtieth (1/30th) of the said monthly rent for each such day, and thereafter shall be computed and paid as aforesaid.

3.2 Rental Adjustment. The monthly rent shall be increased annually beginning on the first anniversary of the Lease Commencement Date, and each year thereafter, the yearly rent will increase by three percent (3%) over the rent paid the previous year.

3.3 Delivery of Rent Payments. All rent due under this Lease shall be made payable to MTS, and shall be considered paid when delivered to:

MTS
Attn: Finance Department
1255 Imperial Avenue, Suite 1000
San Diego, CA 92101

MTS may, at any time, by written notice to Lessee, designate a different address to which Lessee shall deliver the rent payments. MTS may, but is not obligated to, send monthly rent invoices to Lessee.

3.4 Common Area Utility Expenses. In addition to the utilities and services described in Section 5.1 to be paid by Lessee, Lessee shall be responsible for a pro rata share of electricity, water, burglar/fire alarm, and lighting of the Common Area Utilities of the entire warehouse building, parking and grounds where the Lessee's Premises is located. Lessee's pro rata share of said Common Area Utilities shall be 12% based on the square footage leased and will be billed on a monthly basis and payable in the monthly amount of $130.50 with the payable base rent. Said Common Area Utility expense is also subject to the COLA of 3% per year over the amount paid the previous lease year.

3.5 Failure to Pay Base Monthly Rent or Additional Rent; Late Charge.

a. If any such monthly rental is not received by MTS within fifteen (15) calendar days following the due date, Lessee shall immediately pay to MTS a late charge equal to five percent (5%) of such overdue amount. Should Lessee pay said late charge but fail to pay contemporaneously therewith all unpaid amounts of rent due hereunder, MTS' acceptance of this late charge shall not constitute a waiver of Lessee's default with respect to such nonpayment by Lessee nor prevent MTS from exercising all other rights and remedies available to MTS under this Lease or under law.

b. In the event of a dispute between the parties as to the correct amount of Base Monthly Rent or Additional Rent owed by Lessee, MTS may accept any sum tendered by Lessee in payment thereof, without prejudice to MTS' claim as to the proper amount of rent owing. If it is later determined that Lessee has not paid the full amount of rent owing, the late charge specified herein shall apply only to that portion of the rent still due and payable from Lessee. Notwithstanding any provision of this Section to the contrary, however, MTS may waive any delinquency payment or late charge upon written application of Lessee.

ARTICLE 4
POSSESSION AND USE

4.1 Permitted Uses. Lessee shall use the Premises solely as a recreational sporting venue for supervised hatched throwing in accordance with the rules established by the National Axe Throwing Federation (www.nationalaxe.com). Lessee shall make no other use of the Premises absent the prior written consent of the Lessor. No one other than Lessee, its agents, volunteers and employees, or any sublessee of Lessee approved by MTS as provided in Article 12, "Assignment and Subletting," below, is permitted to use the Premises for the purposes described herein, and Lessee shall be fully responsible for the activities of its agents, volunteers and employees and sublessees, if any, on the Premises.

4.2 Duties and Prohibited Conduct. Where Lessee is reasonably in doubt as to the propriety of any particular use, Lessee may request the written determination of MTS that such use is or is not permitted, and Lessee will not be in breach or default under this Lease if Lessee abides by such determination. Notwithstanding the foregoing, however, Lessee shall not use nor permit the use of the Premises in any manner that will tend to create waste or a nuisance. Lessee shall, at Lessee's expense, comply promptly with all applicable statutes, laws, ordinances, rules, regulations, orders, covenants and restrictions of record, and requirements in effect during the term, regulating the use by Lessee of the Premises. Lessee shall not use, or permit any person or persons to use, the Premises for the sale or display of any goods and/or services, which, in the sole discretion of MTS, are inconsistent with the permitted uses of the Premises pursuant to this Lease. Lessee shall keep the Premises, and every part thereof, in a decent, safe and sanitary condition, free from any objectionable noises or odors, except as may be typically present for the permitted uses specified above.

4.3 Compliance With Stormwater Laws. Lessee's use of the Premises is subject to federal, state and local laws regarding the discharge into the stormwater conveyance system of pollutants. Compliance with these laws may require Lessee to develop, install, implement and maintain pollution prevention measures, source control measures and Best Management Practices ("BMPs"). BMPs can include operational practices; water or pollutant management practices; physical site features; or devices to remove pollutants from stormwater, to affect the flow of stormwater or to infiltrate stormwater to the ground. BMPs applicable to Lessee's use of the Premises may include a requirement that all materials, wastes or equipment with the potential to pollute urban runoff be stored in a manner that either prevents contact with rainfall and stormwater, or contains contaminated runoff for treatment and disposal. Lessee is required and agrees to use, operate, maintain, develop, redevelop and retrofit the Premises, as necessary, in accordance with all applicable federal, state and local laws restricting the discharge of non-stormwater at or from the Premises; and all such laws, regulations, or local guidance requiring pollution prevention measures, source control measures, or the installation or use of BMPs. Lessee further agrees to develop, install, implement and/or maintain at Lessee's sole cost and expense, any BMPs or similar pollution control devices required by federal, state and/or local law and any implementing regulations or guidance.

Lessee understands and acknowledges that the stormwater and non-stormwater requirements applicable to Lessee's use of the Premises may be changed from time to time by federal, state and/or local authorities, and that additional requirements may become applicable

based on changes in Lessee's activities or development or redevelopment by Lessee or MTS. Lessee shall perform and record annual stormwater training, perform and record regular stormwater self-inspections, and maintain and provide all necessary stormwater documentation to stormwater auditors.

Lessee shall develop, install, implement, and maintain such additional BMPs and/or other pollution control practices at the Premises at Lessee's sole cost and expense. To the extent there is a conflict between any federal, state or local law, Lessee shall comply with the more restrictive provision. If MTS receives any fine or fines from any regulatory agency as a result of Lessee's failure to comply with applicable stormwater laws as set forth in this Article, Lessee shall reimburse MTS for the entire fine amount.

ARTICLE 5
UTILITIES

5.1 Utility Services: Lessee agrees to provide and pay for all of the utilities and services necessary for the occupancy and use of the Premises, including, but not limited to, gas, water, electricity, trash, sewage charges or septic service, and telephone. MTS shall have no responsibility either to provide or pay for such services.

5.2 Energy Conservation by Lessee: Lessee shall be responsible for promoting energy conservation measures in the operation of all activities at the Lease premises. Lessee shall cooperate with the Landlord in all forms of energy conservation including energy-efficient lighting, heating and air-conditioning systems, and fixtures and equipment. Lessee shall comply with all existing and newly-enacted laws, by-laws, regulations, etc., relating to the conservation of energy. Lessee shall comply with all reasonable requests and demands of the Landlord pertaining to the installation and maintenance of energy conservation systems, fixtures, and equipment.

ARTICLE 6
MECHANICS' LIENS

Lessee shall pay, or cause to be paid, all costs for work done by it, or caused to be done by it, on the Premises, and for all materials furnished for or in connection with any such work. If any lien is filed against the Premises, Lessee shall cause the lien to be discharged of record within ten (10) days after it is filed. Lessee shall indemnify, defend and hold MTS harmless from any and all liability, loss, damage, costs, attorneys' fees and all other expenses on account of claims of lien of laborers or materialmen or others for work performed or materials or supplies furnished for Lessee or persons claiming under Lessee.

ARTICLE 7
SECURITY

Lessee shall be responsible for and shall provide for the security of the Premises, and MTS shall have no responsibility therefor.

ARTICLE 8
TAXES, ASSESSMENTS AND FEES

8.1 Responsibility for Payment of Taxes and Assessments. MTS shall not be obligated to pay any taxes or assessments accruing against Lessee on the Premises or any interest of Lessee therein before, during or after the Term, or any extension thereof; all such payments shall be the sole responsibility of Lessee. In addition, Lessee shall be solely responsible for payment of any taxes or assessments levied upon any Improvements, Fixtures or Personal Property located on the Premises, to the extent that such taxes or assessments result from the business or other activities of Lessee upon, or in connection with, the Premises.

8.2 Definition of "Taxes". As used herein, the term "taxes" means all taxes, governmental bonds, special assessments, Mello-Roos assessments, charges, rent income or transfer taxes, license and transaction fees, including, but not limited to, (i) any state, local, federal, personal or corporate income tax, or any real or personal property tax, (ii) any estate inheritance taxes, (iii) any franchise, succession or transfer taxes, (iv) interest on taxes or penalties resulting from Lessee's failure to pay taxes, (v) any increases in taxes attributable to the sale of Lessee's leasehold interest in the Premises, or (vi) any taxes which are essentially payments to a governmental agency for the right to make improvements to the Premises.

8.3 Creation of Possessory Interest. Pursuant to the provisions of Revenue and Taxation Code section 107.6, Lessee is hereby advised that the terms of this Lease may result in the creation of a possessory interest. If such a possessory interest is vested in Lessee, Lessee may be subjected to the payment of real property taxes levied on such interest. Lessee shall be solely responsible for the payment of any such real property taxes. Lessee shall pay all such taxes when due, and shall not allow any such taxes, assessments or fees to become a lien against the Premises or any improvement thereon; provided, however, that nothing herein shall be deemed to prevent or prohibit Lessee from contesting the validity of any such tax, assessment or fee in a manner authorized by law.

ARTICLE 9
REPAIRS; MAINTENANCE

9.1 Acceptance of Premises. Lessee acknowledges that Lessee has made a thorough inspection of the Premises prior to the Commencement Date of this Lease, and that it accepts the Premises as of the Commencement Date in their condition at that time. Lessee further acknowledges that MTS has made no oral or written representations or warranties to Lessee regarding the condition of the Premises, and that Lessee is relying solely on its inspection of the Premises with respect thereto.

9.2 Lessee's Repair and Maintenance Obligations. Lessee shall at all times from and after the Commencement Date, at its own cost and expense, repair, maintain in good and tenantable condition and replace, as necessary, the Premises and every part thereof, including, without limitation, the following as applicable: the roof; the heating, ventilation and air conditioning system; mechanical and electrical systems; all meters, pipes, conduits, equipment, components and facilities (whether or not within the Premises) that supply the Premises exclusively with utilities (except to the extent the appropriate utility company has assumed these

duties); all Fixtures and other equipment installed in the Premises; all exterior and interior glass installed in the Premises; all signs, lock and closing devices; all interior window sashes, casements and frames; doors and door frames (except for the painting of the exterior surfaces thereof); floor coverings; and all such items of repair, maintenance, alteration, improvement or reconstruction as may be required at any time or from time to time by a governmental agency having jurisdiction thereof. Lessee's obligations hereunder shall apply regardless of whether the repairs, restorations and replacements are ordinary or extraordinary, foreseeable or unforeseeable, capital or noncapital, or the fault or not the fault of Lessee, its agents, employees, invitees, visitors, sublessees or contractors. All replacements made by Lessee in accordance with this Section shall be of like size, kind and quality to the items replaced and shall be subject to MTS' approval. Upon surrender of the Premises, Lessee shall deliver the Premises to MTS in good order, condition and state of repair, but shall not be responsible for damages resulting from ordinary wear and tear. Lessee shall provide for trash removal, at its expense, and shall maintain all trash receptacles and trash areas in a clean, orderly and first-class condition.

As part of the initial tenant improvements, Lessee shall be responsible for making any upgrades to the bathroom facilities, and other possible improvements within the Premises that may be necessary. Said improvements shall be in compliance with the Americans with Disabilities Act (ADA) and code requirements.

Lessee shall not, without MTS' prior written consent (which shall not be unreasonably withheld, conditioned, or delayed), make any alterations, improvements or additions to the Premises, whether structural or non-structural. Any such improvements, excepting movable furniture and trade fixtures, shall become part of the realty and belong to MTS; provided, however, that MTS may require the removal of any such alterations, improvements or additions as a condition to granting MTS' consent. All alterations, improvements or additions shall be accomplished by Lessee in a good and workmanlike manner, in conformity with all applicable laws and regulations.

The exercise of any and all rights provided by this Lease is subject to the requirement that Lessee’s contractors and agents first obtain a Right of Entry Permit (“ROE Permit”) from MTS prior to entry onto the Premises for the construction any tenant improvements or maintenance of the Premises. The ROE Permit requires that Lessee’s contractors and agents procure and maintain in force at all times during the construction contract, the insurance described in the ROE Permit. MTS shall timely process any applications required to obtain the ROE Permit, and shall not unreasonably deny or delay the issuance of such ROE Permit. Lessee’s contractors and agents will comply with all MTS policies, rules and regulations as stated in the ROE Permit, and the instructions of MTS’ representatives.

9.3 Lessee's Failure to Maintain. If Lessee refuses or neglects to repair, replace, or maintain the Premises, or any part thereof, in a manner reasonably satisfactory to MTS, MTS may, upon giving Lessee reasonable written notice of its election to do so, make such repairs or perform such maintenance on behalf of and for the account of Lessee. If MTS makes or causes any such repairs to be made or performed, as provided for herein, Lessee shall pay the cost thereof to MTS, as additional rent, promptly upon receipt of an invoice therefore.

9.4 Right to Enter. Lessee shall permit MTS, or its authorized representatives, to enter the Premises at all times during usual business hours to inspect the same, and to perform any work therein that (a) may be necessary to comply with any laws, ordinances, rules or regulations of any public authority, (b) MTS may deem necessary to prevent waste or deterioration in connection with the Premises if Lessee does not make, or cause to be made, such repairs or perform, or cause to be performed, such work promptly after receipt of written demand from MTS, and (c) MTS may deem necessary in connection with the expansion, reduction, remodeling, protection or renovation of any MTS constructed or owned facilities on or off of the Premises. Nothing herein shall imply any duty on the part of MTS to do any such work which, under any provision of this Lease, Lessee may be required to do, nor shall MTS' performance of any repairs on behalf of Lessee constitute a waiver of Lessee's default in failing to do the same. If MTS exercises any of its rights under this Section, Lessee shall not be entitled to any compensation, damages or abatement of rent from MTS for any injury or inconvenience occasioned thereby.

9.5 MTS Not Obligated to Repair or Maintain; Lessee's Waiver of California Civil Code Section 1942. To the extent that any remedies specified in this Lease conflict or are inconsistent with any provisions of California Civil Code section 1942, or any successor statute thereto ("CC §1942"), the provisions of this Lease shall control. Lessee specifically waives any right it may have pursuant to CC §1942 to effect maintenance or repairs to the Premises and to abate the costs thereof from rent due to the MTS under this Lease.

ARTICLE 10
INDEMNITY AND INSURANCE

10.1 Lessee’s Indemnity. MTS shall not be liable for, and Lessee shall defend and indemnify MTS and the employees and agents of MTS (collectively "MTS Parties"), against any and all claims, demands, liability, judgments, awards, fines, mechanics' liens or other liens, labor disputes, losses, damages, expenses, charges or costs of any kind or character, including attorneys’ fees and court costs (hereinafter collectively referred to as "Claims"), related to this Lease and arising either directly or indirectly from any act, error, omission or negligence of Lessee or its contractors, licensees, agents, volunteers, servants or employees, including, without limitation, Claims caused by the concurrent negligent act, error or omission, whether active or passive, of MTS Parties. Lessee shall have no obligation, however, to defend or indemnify MTS Parties from a Claim if it is determined by a court of competent jurisdiction that such Claim was caused by the sole negligence or willful misconduct of MTS Parties.

10.2 MTS’ Indemnity. MTS shall defend and indemnify Lessee and hold it harmless from and against any Claims related to this Lease that arise solely from any act, omission or negligence of MTS Parties.

10.3 Covered Claims. The obligations of Lessee and MTS hereunder to indemnify, defend and hold each other harmless shall not apply to the extent that insurance carried by Lessee or MTS, other than any program of self-insurance covers any Claim.

10.4 Lessee's Insurance Obligations. Without limiting Lessee's indemnification obligations to MTS under this Lease, Lessee shall provide and maintain, during the Term and for

such other period as may be required herein, at its sole expense, insurance in the amounts and form specified in Exhibit "B," attached hereto.

10.5 MTS' Insurance Obligations. MTS maintains a policy of All-Risk Insurance covering the MTS' personal property in the Premises, including any fixtures or equipment in the Premises owned by MTS. The MTS utilizes a program of self-funding with regard to any liability it may incur for personal injury or property damage arising out its use or occupancy of the Premises.

ARTICLE 11
HAZARDOUS MATERIALS

11.1 Hazardous Materials Laws-Definition. As used in this section, the term "Hazardous Materials' Laws" means any and all federal, state or local laws or ordinances, rules, decrees, orders, regulations or court decisions (including the so-called "common law"), including without limitation the Comprehensive Environmental Response, Compensation and Liability Act of 1980, as amended (42 U.S.C., □ 9601 et seq.), the Hazardous Materials Transportation Act, as amended (49 U.S.C., □ 1801 et seq.), the Resource Conservation and Recovery Act of 1976, as amended (42 U.S.C., □ 6901 et seq.), and the California Environmental Quality Act of 1970, relating to hazardous substances, hazardous materials, hazardous waste, toxic substances, environmental conditions on, under or about the Premises, soil and ground water conditions or other similar substances or conditions.

11.2 Hazardous Materials - Definition. As used in this section the term "Hazardous Materials" means any chemical, compound, material, substance or other matter that:

a. Is a flammable, explosive, asbestos, radioactive nuclear medicine, vaccine, bacteria, virus, hazardous waste, toxic, overtly injurious or potentially injurious material, whether injurious or potentially injurious by itself or in combination with other materials;

b. Is controlled, referred to, designated in or governed by any Hazardous Materials Laws;

c. Gives rise to any reporting, notice or publication requirements under any Hazardous Materials Laws; or

d. Is any other material or substance giving rise to any liability, responsibility or duty upon the MTS or Lessee with respect to any third person under any Hazardous Materials Law.

11.3 Lessee's Representations and Warranties. Lessee represents and warrants that, during the Term or any extension thereof, or for such longer period as may be specified herein, Lessee shall comply with the following provisions unless otherwise specifically approved in writing by MTS:

a. Lessee shall not cause or permit any Hazardous Materials to be brought, kept or used in or about the Premises by Lessee, its agents, employees, sublessees, assigns,

contractors or invitees, except as required by Lessee's permitted use of the Premises, as described in Section 4.1, "Permitted Uses."

b. Any handling, transportation, storage, treatment or usage by Lessee of Hazardous Materials that is to occur on the Premises following the Commencement Date shall be in compliance with all applicable Hazardous Materials Laws.

c. Any leaks, spills, release, discharge, emission or disposal of Hazardous Materials which may occur on the Premises following the Commencement Date shall be promptly and thoroughly cleaned and removed from the Premises by Lessee at its sole expense, and any such discharge shall be promptly reported in writing to MTS, and to any other appropriate governmental regulatory authorities.

d. No friable asbestos shall be constructed, placed on, deposited, stored, disposed of, or located by Lessee in the Premises.

e. No underground improvements, including but not limited to treatment or storage tanks, or water, gas or oil wells shall be located by Lessee on the Premises without MTS' prior written consent.

f. Lessee shall conduct and complete all investigations, studies, sampling, and testing procedures and all remedial, removal, and other actions necessary to clean up and remove all Hazardous Materials on, from, or affecting the Premises in accordance with all applicable Hazardous Materials' Laws and to the satisfaction of MTS.

g. Activities proposed by Lessee that involve disturbing asbestos materials on site shall only be conducted in accordance with all federal, state and local asbestos rules and regulations including, but not limited to, the California Occupational Safety and Health Administration (Cal/OSHA), Environmental Protection Agency (EPA) and Air Pollution Control District (APCD), with prior written consent of MTS.

Any asbestos related activities shall be performed by a contractor that is registered with Cal/OSHA and certified by the California Contractors State Licensing Board to perform asbestos work. Any asbestos related activities shall be overseen by a California Certified Asbestos Consultant (CAC), or a Certified Site Surveillance Technician under the direction of a CAC.

Replacement products used in tenant improvements or other construction activities shall not contain asbestos. Any replacement products used by Lessee shall be verified as non-asbestos products by using Material Safety Data Sheets (MSDS) and/or having the architect or project engineer verify that ACMs were not used.

h. Lessee shall promptly supply MTS with copies of all notices, reports, correspondence, and submissions made by Lessee to the United States Environmental Protection Agency, the United Occupational Safety and Health Administration, and any other local, state or federal authority which requires submission of any information concerning environmental matters or hazardous wastes or substances pursuant to applicable Hazardous Materials' Laws.

i. Lessee shall promptly notify MTS of any liens threatened or attached against the Premises pursuant to any Hazardous Materials' Law. If such a lien is filed against the Premises, then within twenty (20) days following such filing or before any governmental authority commences proceedings to sell the Premises pursuant to the lien, whichever occurs first, Lessee shall either: (a) pay the claim and remove the lien from the Premises; or (b) furnish either (1) a bond or cash deposit reasonably satisfactory to MTS in an amount not less than the claim from which the lien arises, or (2) other security satisfactory to MTS in an amount not less than that which is sufficient to discharge the claim from which the lien arises. At the end of this lease, Lessee shall surrender the Premises to MTS free of any and all Hazardous Materials and in compliance with all Hazardous Materials' Laws affecting the Premises.

11.4 Indemnification by Lessee. Lessee (and, if applicable, each of its general partners) and its successors, assigns, and guarantors, if any, jointly and severally agree to protect, indemnify, defend (with counsel selected by MTS), reimburse and hold MTS and its officers, employees and agents harmless from any claims, judgments, damages, penalties, fines, costs or expenses (known or unknown, contingent or otherwise), liabilities (including sums paid in settlement of claims), personal injury (including wrongful death), property damage (real or personal) or loss, including attorneys' fees, consultants' fees, and experts' fees (consultants and experts to be selected by MTS) which arise during or after the Term from or in connection with the presence or suspected presence of Hazardous Materials, including the soil, ground water or soil vapor on or under the Premises. Without limiting the generality of the foregoing, the indemnification provided by this section shall specifically cover costs incurred in connection with investigation of site conditions or any cleanup, remedial, removal or restoration work required by any Hazardous Materials Laws because of the presence of Hazardous Materials in the soil, ground water or soil vapor on the Premises, and the release or discharge of Hazardous Materials by Lessee during the course of Lessee's alteration or improvement of the Premises.

11.5 Remedies Cumulative; Survival. The provisions of this Article shall be in addition to any and all common law obligations and liabilities Lessee may have to MTS, and any remedies and the environmental indemnities provided for herein shall survive the expiration or termination of this Lease and/or any transfer of all or any portion of the Premises, or of any interest in this Lease, and shall be governed by the laws of the State of California.

11.6 Inspection. MTS and MTS' agents, servants, and employees including, without limitation, legal counsel and environmental consultants and engineers retained by MTS, may (but without the obligation or duty so to do), at any time and from time to time, on not less than ten (10) business days' notice to Lessee (except in the event of an emergency in which case no notice shall be required), inspect the Premises to determine whether Lessee is complying with Lessee's obligations set forth in this Article, and to perform environmental inspections and samplings, during regular business hours (except in the event of an emergency) or during such other hours as MTS and Lessee may agree. If Lessee is not in compliance, MTS shall have the right, in addition to MTS' other remedies available at law and in equity, to enter upon the Premises immediately and take such action as MTS in its sole judgment deems appropriate to remediate any actual or threatened contamination caused by Lessee's failure to comply. MTS will use reasonable efforts to minimize interference with Lessee's use of Premises but shall not be liable for any interference caused by MTS' entry and remediation efforts. Upon completion of any

sampling or testing MTS will (at Lessee's expense if MTS' actions are a result of Lessee's default under this section) restore the affected area of the Premises from any damage caused by MTS' sampling and testing.

ARTICLE 12
ASSIGNMENT AND SUBLETTING

Lessee shall not voluntarily or involuntarily assign, sublease, mortgage, encumber, or otherwise transfer (collectively, a "Transfer") all or any portion of the Premises or its interest in this Lease without MTS' prior written consent. MTS may reasonably withhold its consent to any Transfer. Any attempted Transfer without MTS' consent shall be void and shall constitute a material breach of this Lease. As used herein, the term "Transfer" shall include an arrangement (including without limitation management agreements, concessions, and licenses) that allows the use and occupancy of all or part of the Premises by anyone other than Lessee.

ARTICLE 13
MTS' RIGHT OF ACCESS

a. MTS, its agents, employees, and contractors may enter the Premises at any time in response to an emergency, and at reasonable hours to (a) inspect the Premises, (b) exhibit the Premises to prospective purchasers or Lessees, (c) determine whether Lessee is complying with its obligations in this Lease (including its obligations with respect to compliance with Hazardous Materials Laws), (d) supply cleaning service and any other service that this Lease requires MTS to provide, (e) post notices of non-responsibility or similar notices, or (f) make repairs that this Lease requires MTS to make, or make repairs to any adjoining space or utility services, or make repairs, alterations, or improvements to any other portion of the Premises; provided, however, that all work will be done as promptly as reasonably possible and so as to cause as little interference to Lessee as reasonably possible.

b. Lessee waives any claim of injury or inconvenience to Lessee's business, interference with Lessee's business, loss of occupancy or quiet enjoyment of the Premises, or any other loss occasioned by such entry. If necessary, Lessee shall provide MTS with keys to unlock all of the doors in the Premises (excluding Lessee's vaults, safes, and similar areas designated in writing by Lessee in advance). MTS will have the right to use any means that MTS may deem proper to open doors in the Premises and to the Premises in an emergency. No entry to the Premises by MTS by any means will be a forcible or unlawful entry into the Premises or a detainer of the Premises or an eviction, actual or constructive, of Lessee from the Premises, or any part of the Premises, nor shall the entry entitle Lessee to damages or an abatement of rent or other charges that this Lease requires Lessee to pay.

ARTICLE 14
QUIET ENJOYMENT

If Lessee is not in breach under the covenants made in this Lease, MTS covenants that Lessee shall have peaceful and quiet enjoyment of the Premises without hindrance on the part of MTS. MTS will defend Lessee in the peaceful and quiet enjoyment of the Premises against claims of all persons claiming through or under the MTS.

ARTICLE 15
NOTICES

15.1 Notices. Whenever in this Lease it shall be required or permitted that notice or demand be given or served by either party to this Lease to or on the other, such notice or demand shall be in writing, mailed or delivered to the other party at the following addresses:

To MTS:

San Diego Metropolitan Transit System
Manager of Real Estate Assets
1225 Imperial Avenue, Suite 1000
San Diego, CA 92101

To Lessee:

Pacific Axe, LLC
Attn: Jon Oxidine
4530 La Portalada Drive
Carlsbad, CA 92010

Mailed notices shall be sent by United States Postal Service, certified or registered mail, postage prepaid and shall be deemed to have been given, delivered and received three (3) business days after the date such notice or other communication is posted by the United States Postal Service. All other such notices or other communications shall be deemed given, delivered and received upon actual receipt. Either party may, by written notice delivered pursuant to this provision, at any time designate a different address to which notices shall be sent.

15.2 Default Notices. Notwithstanding anything to the contrary contained within this Article, any notices MTS is required or authorized to deliver to Lessee in order to advise Lessee of alleged violations of Lessee's covenants under this Lease must be in writing but shall be deemed to have been duly given or served upon Lessee by MTS attempting to deliver at the Premises during normal business hours a copy of such notice to Lessee or its managing employee and by MTS mailing a copy of such notice to Lessee in the manner specified in the preceding Section.

ARTICLE 16
WAIVER OF RELOCATION ASSISTANCE BENEFITS

16.1 Relocation Assistance Benefits. Lessee is hereby informed and acknowledges the following:

a. MTS acquired the Premises to hold for a future public project. In order to keep the Premises available to MTS, the consideration and other terms of this lease are expressly based on the short term nature of this lease term, the waiver of relocation benefits in this Article 16, and MTS's right to cancel the lease on six months' notice.

b. By entering into this Lease and becoming a tenant of MTS, Lessee will not be entitled to receipt of "relocation assistance benefits" ("Relocation Benefits") pursuant to the Federal Uniform Relocation Assistance Act (42 U.S.C. □□ 4601 et seq.) and/or the California Relocation Assistance Law (Cal. Gov. Code □□ 7270 et seq.) (collectively, the "Relocation Statutes"), should MTS at some time make use of the Premises in such a way as to "displace" Lessee from the Premises. Pursuant to the Relocation Statutes, MTS will not be obligated to make such payments to Lessee even where such displacement of Lessee may otherwise constitute a breach or default by MTS of its obligations pursuant to this Lease.

16.2 Lessee's Waiver and Release of Relocation Benefits. In consideration of MTS' agreement to enter into this Lease, Lessee hereby waives any and all rights it may now have, or may hereafter obtain, to Relocation Benefits arising out of the MTS' assertion or exercise of its contractual rights to terminate this Lease pursuant to its terms, whether or not such rights are contested by Lessee or any other entity, and releases MTS from any liability for payment of such Relocation Benefits.

ARTICLE 17
GENERAL PROVISIONS

17.1 Authority. Lessee represents and warrants that it has full power and authority to execute and fully perform its obligations under this Lease pursuant to its governing instruments, without the need for any further action, and that the person(s) executing this Lease on behalf of Lessee are the duly designated agents of Lessee and are authorized to do so.

17.2 Brokers. Lessee warrants that it has had no dealings with any real estate broker or agent in connection with the negotiation and/or execution of this Lease. In the event any broker other than the brokers acknowledged in writing by MTS make claim for monies owed, Lessee shall indemnify, defend and hold MTS harmless therefrom.

17.3 Captions. The captions, headings and index appearing in this Lease are inserted for convenience only and in no way define, limit, construe, or describe the scope or intent of the provisions of this Lease.

17.4 Cumulative Remedies. In the event of a default under this Lease, each party's remedies shall be limited to those remedies set forth in this Lease. Any such remedies are cumulative and not exclusive of any other remedies under this Lease to which the non-defaulting party may be entitled.

17.5 Entire Agreement. This Lease, together with all addenda, exhibits and riders attached hereto, constitutes the entire agreement between the parties with respect to the subject matter hereof, and all prior or contemporaneous agreements, understandings and representations, oral or written, are superseded.

17.6 Estoppel Certificate. Lessee shall at any time during the term of this Lease, within five (5) business days of written notice from MTS, execute and deliver to MTS a statement in writing certifying that this Lease is unmodified and in full force and effect or, if modified, stating the nature of such modification. Lessee's statement shall include other details

requested by MTS, such as the date on which rent and other charges are paid, the current ownership and name of Lessee, Lessee's knowledge concerning any outstanding defaults with respect to MTS' obligations under this Lease and the nature of any such defaults. Any such statement may be relied upon conclusively by any prospective purchaser or encumbrancer of the Premises. Lessee's failure to deliver such statements within such time shall be conclusively deemed to mean that this Lease is in full force and effect, except to the extent any modification has been represented by MTS, that there are no uncured defaults in the MTS' performance, and that not more than one month's rent has been paid in advance.

17.7 Exhibits. All exhibits referred to herein are attached hereto and incorporated by reference.

17.8 Force Majeure. In the event either party is prevented or delayed from performing any act or discharging any obligation hereunder, except for the payment of rent by Lessee, because of any and all causes beyond either party's reasonable control, including unusual delays in deliveries, abnormal adverse weather conditions, unavoidable casualties, strikes, labor disputes, inability to obtain labor, materials or equipment, acts of God, governmental restrictions, regulations or controls, any hostile government actions, civil commotion and fire or other casualty, legal actions attacking the validity of this Lease or the MTS' occupancy of the Premises, or any other casualties beyond the reasonable control of either party except casualties resulting from Lessee's negligent operation or maintenance of the Premises ("Force Majeure"), performance of such act shall be excused for the period of such delay, and the period for performance of such act shall be extended for a period equivalent to the period of such delay. Force Majeure shall not include any bankruptcy, insolvency, or other financial inability on the part of either party hereto.

17.9 Governing Law. This Lease shall be governed, construed and enforced in accordance with the laws of the State of California.

17.10 Interpretation. The language of this Lease shall be construed simply according to its plain meaning and shall not be construed for or against either party.

17.11 Joint and Several Liability. If more than one person or entity executes this Lease as Lessee, each of them is jointly and severally liable for all of the obligations of Lessee hereunder.

17.12 Lease Administration. This Lease shall be administered on behalf of MTS by the Manager of Real Estate Assets, San Diego Metropolitan Transit System or by such person's duly-authorized designee.

17.13 Lessee's Lease Administration. Lessee confirms that Lessee's Lease Administrator has been given full operational responsibility for compliance with the terms of this Lease. Lessee shall provide MTS with a written schedule of its normal hours of business operation on the Premises, and Lessee's Lease Administrator or a representative designated thereby shall be (i) available to MTS on a twenty-four (24) hour a day, seven (7) days a week, basis, and (ii) present on the Premises during Lessee's normal business hours, to resolve problems or answer question pertaining to this Lease and Lessee's operations on the Premises.

17.14 Liquidated Damages. Any payments by Lessee to MTS under this Lease described as liquidated damages represent the parties' reasonable estimate of MTS' actual damages under the described circumstances, such actual damages being uncertain and difficult to ascertain in light of the impossibility of foreseeing the state of the leasing market at the time of the various deadlines set forth herein. MTS may, at its election, take any of the liquidated damages assessed in any portion of this Lease as direct monetary payments from Lessee and/or as an increase of rent due from Lessee under this Lease.

17.15 Modification. The provisions of this Lease may not be modified, except by a written instrument signed by both parties.

17.16 Partial Invalidity. If any provision of this Lease is determined by a court of competent jurisdiction to be invalid or unenforceable, the remainder of this Lease shall not be affected thereby. Each provision shall be valid and enforceable to the fullest extent permitted by law.

17.17 Payments. Except as may otherwise be expressly stated, each payment required to be made by Lessee shall be in addition to, and not a substitute for, other payments to be made by Lessee.

17.18 Successors & Assigns. This Lease shall be binding on and inure to the benefit of the parties and their successors and assigns, except as may otherwise be provided herein.

17.19 Time of Essence. Time is of the essence of each and every provision of this Lease.

17.20 Waiver. No provision of this Lease or the breach thereof shall be deemed waived, except by written consent of the party against whom the waiver is claimed. The waiver by MTS of any breach of any term, covenant or condition contained in this Lease shall not be deemed to be a waiver of such term, covenant or condition of any subsequent breach thereof, or of any other term, covenant or condition contained in this Lease. MTS' subsequent acceptance of partial rent or performance by Lessee shall not be deemed to be an accord and satisfaction or a waiver of any preceding breach by Lessee of any term, covenant or condition of this Lease or of any right of MTS to a forfeiture of the Lease by reason of such breach, regardless of MTS' knowledge of such preceding breach at the time of MTS' acceptance. The failure on the part of MTS to require exact or full and complete compliance with any of the covenants, conditions of agreements of this Lease shall not be construed as in any manner changing or waiving the terms of this Lease or as estopping MTS from enforcing in full the provisions hereof. No custom or practice which may arise between the parties hereto in the course of administering this Lease shall be construed to waive, estop or in any way lessen MTS' right to insist upon Lessee's full performance of, or compliance with, any term, covenant or condition of this Lease or to inhibit or prevent MTS' exercise of its rights with respect to any default, dereliction or breach of this Lease by Lessee.

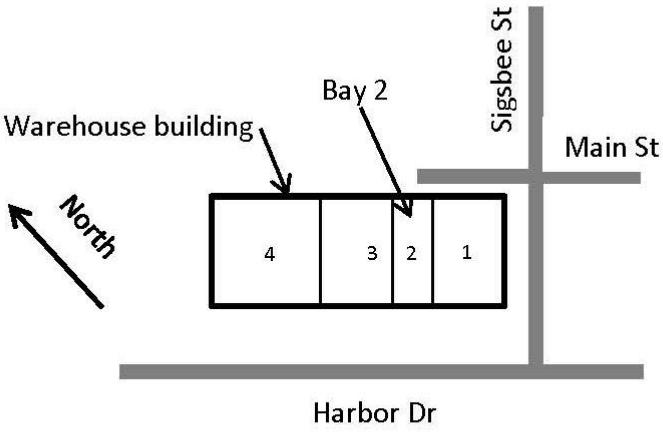
IN WITNESS WHEREOF, MTS and Lessee have duly executed this Lease as of the day and year first above written.

Lessee:	MTS:
Pacific Axe, LLC	San Diego Metropolitan Transit System
By: _____	By: _____
Jon Oxidine, Chief Operating Officer	Paul C. Jablonski, Chief Executive Officer

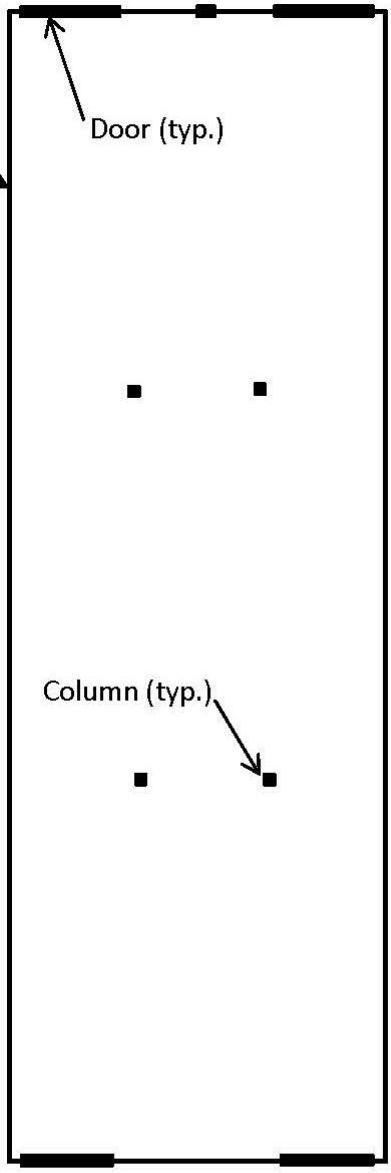
Attachments: Exhibits A & B

MTS Doc. No. G2054.0-18

EXHIBIT A



Vicinity Map



Bay 2

MTS Doc. No. G2054.0-18

EXHIBIT B
INSURANCE REQUIREMENTS

1.1. Commercial General Liability At all times during this Lease, Lessee agrees to maintain Commercial General Liability Insurance utilizing Insurance Services Office (ISO) coverage form CG0001, edition date 10/01 or later, or an equivalent form and with insurance companies reasonably acceptable to MTS. The coverage shall contain no restricting or exclusionary endorsements that would limit coverage for events related to Lessee's occupancy and activities on the Premises. All such policies shall name in the endorsement San Diego Metropolitan Transit System (MTS), San Diego Trolley, Inc. (SDTI), San Diego and Arizona Eastern Railway (SD&AE), San Diego and Imperial Valley Railroad (SD&IV), and San Diego Transit Corporation (SDTC), their directors, officers, agents, and employees as additional insureds as their interests may appear. In addition, an endorsement will be required demonstrating that the standard railroad exclusion language has been removed. Minimum policy limits shall be $2,000,000 per occurrence and $4,000,000 general aggregate.

1.2. Automobile Liability At all times during this Lease, Lessee agrees to maintain Automobile Liability Insurance for bodily injury and property damage including coverage for all owned, non-owned, and hired vehicles. Minimum policy limits shall be $1,000,000 combined single limit.

1.3. Workers' Compensation At all times during this Lease, Lessee agrees to maintain Workers' Compensation in compliance with the applicable statutory requirements and shall maintain Employer's Liability Insurance at a minimum policy limit of $1,000,000.

1.4. Property Insurance At all times during this Lease, Lessee agrees to maintain Property Insurance against all risk or special form perils, including Replacement Cost coverage, without deduction for depreciation, for Lessee's merchandise, fixtures owned by Lessee, any items identified in this Lease as improvements to the Premises constructed and owned by Lessee, and the personal property of Lessee, its agents and employees.

1.5. Primary and Non-Contributory Insurance/Waiver of Subrogation. Lessee agrees that all general liability coverages required under this insurance section are PRIMARY and that any insurance of MTS, SDTI, SD&AE, SD&IV, and SDTC shall be excess and noncontributory (endorsement required). Lessee waives any rights of subrogation against MTS, SDTI, SD&AE, SD&IV, and SDTC, and the policy form must permit and accept such waiver.

1.6. Policy Provisions Required. All policies and coverages shall contain a provision for 30 days written notice by the Insurer(s) to MTS of any cancellation or material reduction of coverage. A ten-day notice is required for non-payment of premium.

1.7. Evidence Required. Within ten working days following execution of this Lease, Lessee shall have provided the MTS with satisfactory certification by a qualified representative of the Insurer(s) that Lessee's insurance complies with all provisions in this insurance section.

1.8. Special Provisions. The foregoing requirements as to the types and limits of insurance coverage to be maintained by Lessee, and any approval of said insurance by MTS, SDTI, SD&AE, SD&IV, and SDTC, or their insurance consultant(s) are not intended to and shall not in any manner limit or qualify the liabilities and obligations otherwise assumed by Lessee pursuant to this Agreement, including but not limited to the provisions concerning indemnification

Metropolitan Transit System

1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490
(619) 231-1466 • FAX (619) 234-3407

Agenda Item No. 7

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

September 21, 2017

SUBJECT:

PHASE II PROPANE FUELING SERVICES AT COPLEY PARK DIVISION (CPD) – CONTRACT AMENDMENT

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. B0656.1-16 (in substantially the same format as Attachment A) with Ferrellgas, LP (Ferrellgas) for the provision of propane fueling services.

Budget Impact

The new value of this agreement will not exceed $1,512,309.41 ($935,949.06 Original contract + $576,360.35 amendment). Funding for the current year is included in the Fiscal Year (FY) 2018 Minibus and Paratransit operation budgets 835012-541500 and 850012-541500. Funding for future years will be included in the Minibus and Paratransit Bus operating budget for each respective fiscal year.

DISCUSSION:

MTS operates a fleet of minibus and paratransit buses for its complementary ADA and Paratransit operations. To augment the existing fleet, MTS recently purchased thirty-one (31) minibuses and forty-six (46) paratransit vehicles. An additional 26 propane vehicles are scheduled for delivery at various times during FY 2018. As they are accepted, these units will be placed in service. These new vehicles use propane fuel and are compliant with California low emissions requirements.

Ferrellgas is the current contracted propane fuel provider for the Minibus and Paratransit fleets. The contract is due to expire in December of 2017. The extension of this agreement would continue to provide propane fueling services through June 2018. Concurrent with the performance period of this agreement, staff will conduct a separate competitive procurement to address MTS' long-term propane fueling service needs for its ADA and Paratransit fleet.

Metropolitan Transit System (MTS) is a California public agency comprised of San Diego Transit Corp., San Diego Trolley, Inc. and San Diego and Arizona Eastern Railway Company (nonprofit public benefit corporations). MTS is the taxicab administrator for seven cities.

MTS member agencies include the cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, San Diego, Santee, and the County of San Diego.

MTS shall continue to receive both off-site, wet-hose fueling and self-fuel vehicles from an on-site 2,000 gallon temporary propane tank at the Copley Park Division (installed by Ferrellgas at their expense). Demand will be based on operational need. Base fuel pricing will vary per gallon based on current LA Basin propane price. An additional fee per gallon of either .685 cents per gallon for wet hose fueling or .405 cents per gallon for on-site fueling from bulk tank will be charged by Ferrellgas on top of the base fuel price.

The below summarizes the proposed amendment:

Month	Quantity/UOM	Estimated Unit Cost	Total
January 2018 Fuel	54,542 gallons	$1.49	$81,267.58
February 2018 Fuel	40,054 gallons	$1.62	$64,887.48
March 2018 Fuel	58,145 gallons	$1.72	$100,009.40
April 2018 Fuel	59,527 gallons	$1.32	$78,575.64
May 2018 Fuel	60,442 gallons	$1.24	$74,948.08
June 2018 Fuel	61,729 gallons	$1.21	$74,692.09
Subtotal	**334,439 gallons**		**$474,680.27**
		Tax	**$101,980.08**
		AMENDMENT TOTAL	**$576,360.35**

Therefore, staff recommends that the San Diego Metropolitan Transit System (SDMTS) Board of Directors authorize the CEO to execute to MTS Doc. No. B0656.1-16, with Ferrellgas to continue the provision of propane fueling services for MTS.

/s/Paul C. Jablonski
Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Coney, 619.557.4513, Sharon.Cooney@sdmts.com

Attachment: A. Draft Amendment No. 1, MTS Doc. No. B0656.1-16

DRAFT

September 21, 2017 MTS Doc. No. B0656.1-16

Ferrelgas LP
Ms. Denise Whisman
Director of Operations
8088 Miramar Road
San Diego, CA 92128

Dear Ms. Whisman:

Subject: AMENDMENT NO. 1 TO MTS DOC. NO. B0656.0-16; PHASE II PROPANE FUELING SERVICES AT COPLEY PARK DIVISION (CPD) – CONTRACT EXTENSION

This shall serve as Amendment No. 1 to our agreement for the Phase II Propane Fueling Services as further described below.

SCOPE

Continue to provide propane fueling services at MTS's Copley Park Division in support of the Minibus and ADA Paratransit operations, in accordance with the terms and conditions of the original agreement, MTS Doc. No. B0656.0-16.

SCHEDULE

This contract shall be extended for an additional six (6) months effective from December 20, 2017 through June 30, 2018.

PAYMENT

This contract amendment shall authorize additional costs not to exceed $576,360.35 for propane fueling services. The total value of this contract including this amendment shall be in the amount of $1,512,309.41. This amount shall not be exceeded without written approval from MTS.

Please sign and return the copy marked "original" to the Contracts Specialist at MTS. All other terms and conditions shall remain the same and in effect. Retain the other copy for your records.

Sincerely,

Paul C. Jablonski
Chief Executive Officer

SEPT2017.B0656.1-16.FERRELGAS.doc

Agreed:

Denise Whisman, Director of Operations
Ferrelgas LP

Date: _____

Cc: J. Washburn, V. Lerinski, C. Aquino, Procurement File

Metropolitan Transit System

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Agenda Item No. 8

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

September 21, 2017

SUBJECT:

BLUE LINE TRACTION POWER SUBSTATION INSTALLATION DESIGN SERVICES – WORK ORDER

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute Work Order No. WOA1948-AE-04 to MTS Doc. No. G1948.0-17 (in substantially the same format as Attachment A) with HNTB Corporation for the Blue Line Traction Power Substation (TPSS) installation design services.

Budget Impact

The value of this agreement will not exceed $399,997.41 and is funded through the MTS Capital Improvement Project budget account 2008101301.

DISCUSSION:

MTS intends to replace TPSS on the Orange Line and Blue Line in order to maintain a state of good repair for the system. The TPSS converts electric power from the supply provided by SDG&E to an appropriate voltage, current type, and frequency to supply the trolley with traction current. An initial phase of the program installed seventeen substations in 2015 as part of the overall Trolley Renewal Program. MTS intends to replace the remaining substations as funding becomes available. The second phase of the TPSS improvement project has been prioritized to include installation of three new substations and decommissioning and removal of six existing substations on the Blue Line.

Metropolitan Transit System (MTS) is a California public agency comprised of San Diego Transit Corp., San Diego Trolley, Inc. and San Diego and Arizona Eastern Railway Company (nonprofit public benefit corporations). MTS is the taxicab administrator for seven cities.

MTS member agencies include the cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, San Diego, Santee, and the County of San Diego.

Since 2014, as part of the Trolley Renewal program, HNTB completed design and construction support services for replacement of the initial phase of upgrades. HNTB provided survey, geotechnical investigation and electrical design as well as foundations, grading, drainage, access road, utility relocation and retaining wall design to support replacement, installation and decommissioning of substations.

HNTB commits to use the same in house technical staff as the previous project to provide continuity and local knowledge. Based on HNTB's past performance on the initial phase of work and commitment of specific staff, MTS has determined that HNTB is the most qualified consultant to provide the ongoing installation design services under their current MTS as-needed engineering/design contract, MTS Doc No. G1948.0-17.

Therefore, staff recommends that the Board of Directors authorize the CEO to execute Work Order No. WOA1948-AE-04 to MTS Doc. No. G1948.0-17 with HNTB for the Blue Line Traction Power Substation installation design services.

/s/ Paul C. Jablonski
Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmts.com

Attachment: A. Draft MTS Doc. No. G1948.0-17

September 21, 2017

MTS Doc. No. G1948.0-17
Work Order No. WOA1948-AE-04

Arthur J. Hadnett
Senior Vice President
HNTB Corporation
200 E. Sandpointe Ave., Suite 200
Santa Ana, CA 92707

Dear Mr./Mrs. Hadnett:

Subject: MTS DOC. NO. G1948.0-17, WORK ORDER WOA1948-AE-04, GENERAL ENGINEERING SERVICES FOR BLUE LINE TRACTION POWER SUBSTATION INSTALLATION DESIGN SERVICES

This letter shall serve as our agreement for Work Order WOA1948-AE-04 to MTS Doc. No. G1948.0-17, for professional services under the General Engineering Consultant Agreement, as further described below.

SCOPE OF SERVICES

This Work order provides for design services to MTS for the installation of MTS-furnished traction power substations (TPSS) along the MTS Trolley Blue Line. Work provided under this Work Order will be performed in accordance with the attached Scope of Services (Attachment A and B)

SCHEDULE

This Work Order will not change the original schedule. The Scope of Services, as described above, shall remain in effect for eight (8) months from the date of the Notice to Proceed.

PAYMENT

Payment shall be based on actual costs in the amount not to exceed without prior authorization of $399,997.41.

Please sign below, and return the document marked "Original" to the Contracts Specialist at MTS. All other terms and conditions shall remain the same and in effect. Retain the other copy for your records.

Sincerely,

Paul C. Jablonski
Chief Executive Officer

Accepted:

Arthur J. Hadnett
HNTB Corporation

Date: _____

DRAFT

Attachments: Attachment A, Scope of Services
Attachment B, Negotiated Fee Proposal

DRAFT

WORK ORDER TITLE: TRACTION POWER SUBSTATION (TPSS) INSTALLATION DESIGN FOR THE MTS TROLLEY BLUE LINE

I. PROJECT DESCRIPTION

This Work order provides for design services to MTS for the installation of MTS-furnished traction power substations (TPSS) along the MTS Trolley Blue Line.

II. EXPECTED RESULTS

The Consultant will prepare a) site concepts for verification at a total of three (3) sites, and prepare b) design submittals (35% & 100%), c) contract bid documents (plans, specifications, estimates), and d) conformed documents for the installation of TPSS at three (3) sites along the MTS Trolley Blue Line. All of the sites have existing TPSS with SDG&E connections. MTS has completed initial load flow analysis modeling and confirmed that the existing TPSS can be taken out of service prior to replacement with a new TPSS. The proposed end date for this Work Order is May 30, 2018.

III. SCOPE OF WORK

The Scope of Work is based on the planned installation of three (3) 1.5 megawatt 12kV AC, 650V DC substations and the decommissioning and removal of six (6) existing substations. Design Criteria is per the MTS General Design Criteria dated September 2014 and referenced documents therein. The three (3) sites, located along the Blue Line at F Street, 24th Street, and San Ysidro will be taken through the concept phase to Bid documents. The TPSS locations are expected to fall within these city limits: Chula Vista, National City, and San Diego. The scope of work shall include:

1.0 <u>Project Management</u>

This Work includes the project management services including the requirements for progress report(s), invoicing, Work order setup and administration of Consultant and Subconsultants (hereafter referred to as Consultant's team) in addition to Works listed below.

1.1 Document Control and File Sharing: Consultant shall manage the project's paper and electronic files, transmittal forms, submittals, letters, correspondence, and other documents. Consultant will use ProjectWise for managing and storing files internally, including CAD drawings.

1.2 Submittals: Design submittals will include one formal submittal including both paper and electronic files. The Consultant shall transmit to MTS four (4) sets of hard copies including plans printed as 11x17 and one (1) Electronic copy as a "pdf" file format and distribute them to MTS staff a minimum of a week prior to a review meeting.

Consultant will make recommendations for site concepts, to be reviewed for verification at an MTS Team Meeting with MTS, MTS, and applicable third parties. The formal design development submittals will be provided as follows:

- Concept Verification
- 35% Submittal

- 100% Submittal
- Conformed Submittal

1.3 Schedules: Consultant shall develop a project schedule for this Work using Microsoft Project software, and shall maintain and revise the project schedule periodically or as appropriate while the design continues. Consultant will provide high-level schedule information with Milestone Dates within two weeks after Notice to Proceed (NTP), and will complete a draft schedule for the Design Package within ten weeks of NTP. The Work order estimated duration is nine (9) months from NTP.

1.4 Right of Entry (ROE) Permits and Project Insurance: Consultant shall be responsible for overseeing that Consultant's team have obtained ROE permits from MTS and submitted proof of appropriate insurance, upon NTP, valid for the Work along the property. The ROE shall cover non-intrusive work for most of the Consultant's team, and intrusive work for the geotechnical drillers.

Consultant and Consultant's team shall show proof of General Liability, Auto, and Workman's Compensation with the exception of the drillers, who shall also show proof of Railroad Protective Liability Insurance (RPLI).

Assumptions

- ROE permits and Insurance assumed to be in place three weeks following NTP.
- No fee for ROE.
- MTS will manage and coordinate the Work Order issued under the MTS On Call contract.

2.0 Meetings

Kick-Off Meeting: Immediately following the NTP, Consultant will schedule a kick-off meeting which will include: clarification of project roles and responsibilities, administrative requirements, understanding program requirements and goals, and discussion of MTS objectives and approach at each substation location. This information will be used to confirm design criteria, scope of work at each location, and data requirements.

Project Development Team Meetings: Conduct up to five (5) MTS team meetings, in person and by conference call, at either MTS or Consultant offices as deemed necessary to discuss the project requirements. This may include participation in project development team meetings as well as other meetings convened for specific data or project needs. Consultant attendees include Work Manager, Design Manager, and up to two technical leads. Meetings assumed to be two hours duration.

Design Team Meetings: Conduct up to five (5) project team meetings throughout the design phases of the project to communicate and coordinate between members of the design team. Prepare and distribute minutes with an on-going listing of all required action items. Provide technical coordination of the project between the design disciplines. Attendees include Work Manager, Design Manager, and up to four technical leads. Meetings assumed to be one-hour duration.

3.0 Scope of Work Development and Data Collection

Review Record Documents and As-Built Drawings: Consultant's team will collect available as-built drawings for any affected existing facilities and existing utility and drainage information for the substation locations and review the scope of work required at each location. As applicable, Consultant's team will review the as-built and design drawings in each engineering discipline, including traction power and overhead contact systems, electrical, civil and structural engineering. Consultant's team will then develop a plan for a focused site investigation. This plan will include a preliminary strategy for installing and cutting-over new equipment and associated building modifications. Consultant's team will prepare necessary documentation for each discipline to make certain that all necessary site information is obtained during a single visit.

Site Investigation: Consultant's team will perform a site visit at all substation locations to confirm the preliminary plan, assumptions, design criteria and recommendations for implementing the project scope objectives. Previous work will be used as a starting point for the investigation.

Consultant anticipates that MTS staff will be available to provide insight into their operating experiences to best tailor each substation design to address previous operating difficulties. The intent is to accurately record any issues or preferences about the substations that affect the replacement order or new substations requirements.

The extent of the services required will be appropriately tailored to each location. Site specific requirements may include topographical survey (section 4.5), geotechnical subsurface investigations (section 4.13.1), ground resistance tests (4.13.1.2), right-of-way (R/W; section 4.12), and drainage capacity assessments (section 4.9.1).

Specific activities include: Examination and documentation of the proposed site for new installation locations, the condition of equipment affected by the work at existing locations, photographic records of existing conditions and access.

Assumptions

- Municipalities do not have jurisdiction except where drainage is of concern and work occurs outside of right-of-way (4.8, 4.9, 4.10, 4.12).
- Site visit is assumed to occur within one business day. Two round-trip flights included for traction power and OCS designers.

4.0 Design Development

Consultant shall prepare site concepts for three (3) TPSS Sites along the Blue Line identified as 24th Street, F Street, and San Ysidro. Site concepts may include substation screening. Consultant shall review the TPSS procurement design documents and prepare design plans based on MTS furnished substations being procured. Consultant shall utilize the substation layout information to be provided by the substation manufacturer to design TPSS site improvements.

MTS will make a determination on the concept acceptability.

Design development will include drawings, technical specifications, and cost estimates. At the 35% design stage, the design documents will include the drawings as identified in Section V as well as long lead items.

The Consultant will hold monthly internal project reviews consisting of the Project Manager and Work Manager to review scope, schedule, budget, and MTS expectations under this Work Order.

The schedule allows for 2 weeks for the agency review. MTS will review deliverables concurrently.

4.1 Cost Estimate: The Cost Estimate for this Work will be developed. Measurement and Payment sections will be developed with items provided on a unit basis.

4.1.1 Concept Cost Estimate: The concept estimate will be developed at a high level to be used as a tool for obtaining funding approval. Consultant will recommend an appropriate contingency to apply at the concept phase. Concept cost estimate will be reviewed at the MTS Team Meeting when the concept sites are discussed.

4.1.2 35% & 100%Cost Estimate: The concept cost estimate will continue to be developed and delivered at the 35% and 100% phases.

4.2 Specifications: Specifications for this Work will be developed accordingly to those being developed as part of the Program.

4.2.1 100% Specifications: Specifications will be provided by MTS. Consultant will provide edits to these specifications deleting items that are known to not be relevant having completed the concept site verification, and providing a bulleted outline for items that need to be added.

Assumptions

- Phasing and Construction Schedule will be described in the specifications and provided by MTS.
- Operations will allow taking two substations offline during construction to allow new substation to be placed in the same approximate area.

4.3 TPSS Installation/Connection: Develop 35% and 100% plans for TPSS installation plans for three (3) sites. Prepare the plans as listed in Section V including:

- Typical ground mat layout,
- Typical grounding details,
- Typical Positive feeder and disconnect assembly details,
- Typical negative return connection details,
- Typical red concrete encased duct bank details,
- Typical traction power vault details (similar to SDG&E 3314),
- Typical site single line diagrams that show feeder arrangements to the line (including disconnects cabling and connections to substations).
- Develop traction power sectionalizing diagrams that show all new substations and existing substations along the same line.
- OCS Sectionalizing 3 Switch Assembly and Details
- OCS Surge Arrestor Assembly and Details
- OCS Feeder Cable Assembly and Details
- OCS Hanger, Jumper, and Grounding Assemblies
- OCS Foundation Detail

- OCS Pole Detail
- OCS Site layout and allocation plan
- OCS Site feeder routing and switching diagram
- OCS Site Demolition Plan
- Develop fiber optic splicing specifications to connect the substation into the existing Fiber Optic Network. (The MTS project manager will provide additional information on splicing, site cabling, and conduit raceway requirements).
- Coordinate with SDG&E regarding service to substation.

Special Provisions, plans, and details shall be similar to those used in the TPSS Installation Project (MTS CIP 1210040). All civil stationing shall be based on the LRT project's original civil stationing, obtained from CADD files, as-builts, or other plans provided by MTS. Measurement and Payment clauses, estimate format, and bid items shall use a similar format that was used in the TPSS Installation Project (SANDAG CIP 1210040) Special Provisions.

Assumptions

- New TPSS supplied by others will be equipped to be compatible to existing SCADA and emergency trip systems. SCADA and emergency trip system connection information will be supplied by MTS and will not be included on Consultant supplied drawings.
- No New OCS work will be required, except at F Street, where a single pole/foundation relocation is included in design.
- MTS will provide complete, up to date, standard OCS assembly and hardware detail sheets and standard OCS arrangements in CAD format. No effort is included to update standard OCS arrangement, detail and assembly drawings.

4.4 Environmental: The Consultant team assumes that all site locations will fit within existing R/W. The proposed improvements along the Blue Line trolley corridors would be preempted from the California Environmental Quality Act (CEQA), as well as other state and local environmental laws and regulations, based on the Interstate Commerce Commission Termination Act (ICCTA; 49 U.S.C. §10101, et seq.) and related Surface Transportation Board (STB) rulings. Environmental clearance will be provided by MTS. Consultant will provide a copy of the 35% plans to MTS for use in completing any documentation in support of environmental clearance or permitting as needed.

Assumptions

- MTS will provide and submit necessary documentation for environmental clearance.
- All construction work will be completed within the existing right-of-way.

4.5 Survey4.5.1 Topographic Survey and Control: Consultant will provide survey and mapping services for one existing TPSS site location known as the San Ysidro sub-station.

The site is located generally southerly and adjacent to a cul-de-sac at the south end of East San Ysidro Boulevard lying easterly of the southerly terminus of the trolley line and westerly of the rail freight tracks at Rail Court. The specific site extents are a generally

square area of about 10,000 SF. The survey extents will fluctuate slightly as-needed to include the substantial surface features and other items such as: building structures, curbs, observable utility features, fences, walls, and paint markings resulting from utility location services, as well as clearances to overhead utilities.

These extents are expected to accommodate grading tie-ins and location of existing features should site location need to be shifted slightly to avoid conflicts or impacts with existing features. Minor additional survey data acquisition may be identified following a review of existing data and the field visit. Two control points will be set with durable markers for future construction activities at the site.

- The digital terrain model (DTM) and topography will be based upon a ground survey and will be developed at a 1" = 20' and a 1-foot contour interval. Consultant will prepare a site exhibit with the topography, control stations, datums, basis of bearings and coordinates utilized on it as a CADD deliverable. This survey scope and services will include proof of internal Quality Control and Quality Assurance for the CADD deliverable.

Assumptions/Exclusions/Clarifications:

- This survey scope of services has specifically excluded any RW or property line determination and/or the plotting of easements.
- Consultant is not required to provide an ROS.
- This survey scope of services will not be acquiring new aerial topographic mapping.
- This survey scope of services will utilize the NAD-83, Zone 6 CCS coordinate system on the properly identified epoch.
- This survey scope of services will utilize the NAVD-88 vertical datum unless otherwise agreed upon.

4.5.2 RW/property line survey: Consultant will provide RW and property line services for the above-described site as defined more specifically below.

Consultant will research, recover and measure a sufficient number of survey monuments to allow the accurate plotting of the adjacent railroad RW, East San Ysidro Boulevard and the property description of the existing sub-station site.

Assumptions/Exclusions/Clarifications:

- This survey scope of services does not include a full and complete boundary survey and/or title review of any particular property.
- The plotting of easements is not included in this scope of services.
- Consultant presumes that a railroad RW survey has been prepared and recorded for the adjacent trolley and freight line RW's. If a railroad RW survey is needed to complete this optional service Work it is not included herein and will require a separate scope and fee.
- Consultant is not required to provide an ROS.
- Consultant assumes the surveyor will have reasonable access or that it can be arranged by other in order to survey boundary corner monuments.

4.6 Street Designs: Consultant assumes that minimal traffic control may be needed at some sites due to access and construction traffic. Consultant will include language in the specifications for the contractor to provide traffic control and obtain required permits.

Assumptions

Temporary truck and crane turning templates for each site will be provided by others.

4.7 Site Preparation and Demolition: Develop 35% & 100% Site Preparation and Demolition Plans. Site Preparation and Demolition Plans will include demolition and clearing and grubbing for the sites including the six (6) substations to be decommissioned.

Assumptions

- Coordination with third party for utility location and protection will be led by MTS with design support from consultant.

4.8 Site Plans: Site Plans will show fencing, pad location, duct banks, grading and drainage (see section 4.9), utilities (see section 4.11), retaining walls (4.9 and 4.13), and access.

4.8.1 Site Concepts: The site concepts will show fencing, pad location, duct banks, rough grading, and retaining wall locations and will be used as the basis of the concept cost estimate that will be used to support the construction funding request.

Assumptions

- Work within city R/W is not required.
- All entities of the Traction Power Substation will remain within one unit.
- Temporary Construction Easements (TCEs) are not required.
- No improvements to major drainage basins or channels are included.
- Sites will not require city approval or post-construction As-Builts.
- Site concepts to be verified at MTS Team Meetings and documented in the meeting minutes.
- All of new TPSS will be placed on existing TPSS sites and use existing electrical service points. New or upgraded access roads and other new project SDG&E standards will not apply to the project design. Should any special SDG&E design requirements be identified, additional improvements may be added as a construction change order for the contractor.

4.9 Grading and Drainage

4.9.1 Grading: Existing drainage patterns at each site will be maintained to the extent possible, ideally with each site graded to drain, e.g., sheet flow. A six-inch layer of crushed rock surrounding the substation within the fenced area shall be used to facilitate on site absorption of rain and improve electrical isolation. In some instances, retaining walls may be needed to avoid impacts to existing features or where there is a grade differential across the site. Two retaining wall designs are expected for the project, only at the San Ysidro location.

Each site may require visual aesthetic considerations that will be incorporated into the design. Some previous concepts have been developed that will be considered as the design moves forward such as synthetic ivy screening.

Two picket fence detail sheets and one chain link fence (on structure) sheet will be created. The structure sheets include:

- 2 Picket Fence Detail Sheets
- 1 Chain Link Fence (on structure) Sheet

4.9.2 Drainage: Drainage patterns and land cover will not be significantly different from existing; therefore, flow to existing drainage systems is not changed.

Assumptions

- Drainage areas affected are less than one square mile. Sites are located outside of streams and floodways.
- This Work consists of construction of underground/overhead utilities, so is an exempt project and will not require a SWPPP or Water Pollution Control Plan (WPCP).

4.10 Erosion and Sediment Controls: Appropriate best management practices (BMPs) will be evaluated and applied per the CGP. One erosion control sheet, applicable to both the Orange and Blue Lines, will be provided referencing best management practices during construction. Disturbed area calculations will be performed. Permanent BMPs will be addressed.

Assumptions

- SWPPP is not required.

4.11 Utilities: Existing utilities including both wet and dry utilities will be shown on the Site Plan based on record information and physical surface features shown the topographic surveys. The new TPSS will occupy a larger footprint than the existing TPSS, but will be placed generally in the same location. Relocation of existing utilities other than the existing SDG&E service feeds and existing fiber connections are not anticipated for this project. Relocation and reconnection of the SDG&E service conduits and fiber optic lines will be defined in the project specifications.

Within two weeks following authorization to start design, Consultant shall submit the site location maps with a Thomas Guide reference for the request for dry utility information. The Utility Coordinator will contact the utility companies and obtain facility information from the various dry utility companies. Limited coordination with franchise utilities regarding potential relocations may be required.

Within six weeks following authorization to start design, the Consultant shall update MTS with status of received as-builts or record drawings and re-request to obtain missing as-built information for all wet utilities from the various agencies with wet utilities located within the project limits.

Assumptions

- Dry utility companies will prepare relocation plans for their utilities if needed.
- MTS will lead coordination with SDG&E for service to substations (section 4.3).

4.12 Right-of-Way: Scope and hours within Section 4.5.

4.13 Structures Design for Substation Foundations: The Consultant's team will develop typical foundation details and foundation footprints for the three (3) substation foundations. The details will show typical cross sections of the footing and anchorage details for the substation equipment.

For the 35% design effort, two sheets will be created. The first sheet will show typical footing details and will provide a typical foundation plan. The second sheet will provide tabular details for the bid set foundation. Design and detailing will be consistent with 35% plans.

For 100% design efforts, the two typical foundations will be shown with two foundation plan sheets and two detail sheets.

Assumptions

- Existing track plans will be referenced to locate the substation foundations and catenary riser poles.
- Foundations are assumed to be shallow foundations on grade and detailed per geotechnical recommendations.
- The Consultant's team shall provide sub base detailing (and improvements if necessary) for the shallow foundation on grade.
- Substation loads to the foundation shall be based on similar 1.5 substations procured for the MTS system.
- Final design of anchorage will be verified via review of shop drawing anchorage calculations provided by Substation Subcontractor.

4.13.1 Geotechnical: The Geotechnical scope of work includes the following:

4.13.1.1 Preliminary Geotechnical Report: The Consultant's team shall review available data on the existing conditions at the selected locations including data and reports resulting from previous projects and conduct a site visit to supplement the review of the as-built plans and existing soils information. Preliminary geotechnical reports based on previous reports, as-built review and geologic reconnaissance will be prepared in support of the 35% submittals.

4.13.1.2 Geotechnical Design Reports: In support of the proposed design development, geotechnical reports will be developed for the 100% design submittals. The scope of the study will be based on the findings of the Geotechnical Technical Memos and 35% design plans.

- Coordinate access, attend rail safety training (when necessary), prepare exploration plan, and obtain County boring waiver/permit as applicable.
- Subsurface exploration may consist of borings, penetration testing, test pits, geophysical testing and/or field resistivity testing.

- Laboratory testing to include moisture density, grain size distribution, plasticity, shear strength consolidation tests, and corrosion potential.
- Geologic hazard evaluation
- Preparation of geologic cross-sections at proposed TPSS locations.
- Slope stability analysis.
- Preparation of a final geotechnical design report for each of the TPSS sites that summarizes the investigation activities, results of our analysis, and recommendations related to the geotechnical design and construction of the proposed TPSS pads, walls, and culverts (as needed) utilizing the applicable design criteria from the MTS General Design Criteria.

Assumptions

- Three (3) sites will require three (3) days of drilling.
- The Consultant's team shall attend up to one (1) meeting at the MTS or Consultant's office in downtown San Diego.
- Infiltration/permeability testing for storm water management will not be required
- No log of test boring sheets will be required. Boring logs within the reports will be sufficient.
- Due to the small size and low man hour occupancy, the TPSS Structures are exempt from requirements to investigate for the presence of active faulting.
- No draft versions of the preliminary or final geotechnical reports are included in the scope. Any requested revisions to the reports or supplemental memos will be provided as additions to the scope and fee.

IV. DELIVERABLES

In addition to the deliverables listed in Section V and described above, deliverables include:

- Monthly invoice and progress report;
- Meeting Agendas;
- Progress meetings and/or written updates including monthly updates;
- Technical specifications, estimate, single line diagram and layout plans for one type of new TPSS (1.5 MW). Interim and drafts including site concepts, progress submittals (35%, 100%) stamped contract ready documents, and the stamped conformed set shall be provided to MTS in hard and electronic copy as described in Section 1.2 above. A maximum of two (2) hard copies of reports and half scale drawings are included in each submittal.

V. SCHEDULE OF SERVICES/MILESTONES/DELIVERABLES

Deliverables for TO32: TPSS Installation Design				
Deliverable	Scope Section	Description	Est. # Dwgs.	Scheduled Submit Date
SCHEDULE	1.3	Initial Schedule for Project		NTP+ 2 Wks
INFORMATIONAL REQUESTS	4.11	Submit request for dry utility information and project site plan to MTS Utility Coordinator		NTP + 2 Wks
	4.11	Re-request for missing as-built information for all wet utilities (water, sewer, storm drains)		NTP + 6 Wks
REPORTS				
	4.13.1	Preliminary Geotechnical Report Final Geotechnical Report		NTP+8 Wks NTP+20 Wks
COST ESTIMATE	4.1	Concept Cost Estimate 35% Cost Estimate 100% Cost Estimate		NTP + 9 Wks NTP + 12 Wks NTP + 24 Wks
SPECIFICATIONS	4.2	100% Specifications		NTP + 24 Wks
SITE CONCEPTS	4.8.1	Concept Sites	3	NTP + 8 Wks
35% DRAWINGS		**3 sites/6 decommission**	**41 sheets**	**NTP + 12 Wks**
100% DRAWINGS		**3 sites/6 decommission**	**49 sheets**	**NTP + 24 Wks**

VI. MATERIALS TO BE PROVIDED BY MTS AND/OR THE LOCAL AGENCY

All existing project documentation and background reports will be provided by MTS.

Aerial survey and right of way drawings for Blue Line sites including 24th Street, and F Street. Drawings will be provided in AutoCAD format.

Right of Way survey drawings or Record of Survey and legal description for the existing site in San Ysidro.

VII. SPECIAL CONDITIONS

Bidding and Construction Support Services are not included in this Work Order.

Work Order Estimate Summary

MTS Doc. No.	**G1948.0-17**
Work Order No.	**WOA1948-AE-04**
Attachment:	**B**

Work Order Title: **TPSS Blue Line Rehabilitation**

Project No:

Table 1 - Cost Codes Summary (Costs & Hours)

Item	Cost Codes	Cost Codes Description	Total Costs
1	0690-0255	Project Management	$69,267.60
2	0600-0255	Design	$330,729.81
3			
4			
		Totals =	**$399,997.41**

Table 2 - TASKS/WBS Summary (Costs & Hours)

Item	TASKS/WBS	TASKS/WBS Description	Labor Hrs	Total Costs
1	0690-0255	Project Management Services	205.0	$35,787.64
2	0690-0255	Meetings	182.0	$33,479.96
3	0600-0255	Data Collection	188.0	$37,242.58
4	0600-0255	Design Development	2,013.0	$293,487.23
		Totals =	**2,588.0**	**$399,997.41**

Table 3 - Consultant/Subconsultant Summary (Costs & Hours)

(If Applicable, Select One)				Consultant	Labor Hrs	Total Costs
DBE	DVBE	SBE	Other			
				HNTB	2,340.0	$346,484.89
		X		PDC	88.0	$13,158.02
				Leighton	160.0	$40,354.50
				Totals =	**2,588.0**	**$399,997.41**

Work Order Estimate Summary

Total Hours = **2,340**

Total Costs = **$346,484.89**

Consultant/Subconsultant: **HNTB**

Work Order Title: **TPSS Blue Line Rehabilitation**

MTS Doc. No.: **G1948.0-17**

Work Order No.: **WOA1948-AE-04**

Attachment: B

Item	TASKS/WBS	TASKS/WBS Description	ODCs (See Attachment)	Technical Project Manager	Project Manager 1 - Engineering	Project Engineer/ Squad Leader	Engineer II	Group Director	Project Manager II - Engineering	Sr. Project Manager - Engineering	Project Manager I - Engineering	Engineer I	Sr. Project Manager - Engineering	Engineer II	Project Engineer/ Systems	Supervisory Technical	Project Manager I - Engineering	Engineer III	Technician III	Project Analyst	Total Hours	Totals
				$ 291.90	$ 170.59	$149.17	$104.98	$294.59	$221.21	$242.91	$170.59	$94.54	$242.91	$104.98	$142.74	$145.42	$170.59	$122.89	$107.77	$118.91		
	0690-0255																					
1	**Task 1**	**Project Management Services**																				
1.1	Document Control and File Sharing				8	8														60	76	$9,692.68
1.2	Submittals			8	20	10		2	2	2	12	4			5	10					75	$13,349.26
1.3	Schedules			4	20	10															34	$6,071.10
1.4	Right-of-Entry (ROE) Permits and project Insurance				10	10															20	$3,197.60
	ODCs		$3,477.00																			$3,477.00
		Subtotals (Hours) =	N/A	12	58	38		2	2	2	12	4			5	10				60	205	$35,787.64
	0690-0255	Subtotals (Costs) =	$3,477.00	$3,502.80	$9,894.22	$5,668.46		$589.18	$442.42	$485.82	$2,047.08	$378.16			$713.70	$1,454.20				$7,134.60	**205**	**$35,787.64**
2	**Task 2**	**Meetings**																				
2.1	Kickoff Meeting (1)			2	8	4		2	2	2	2					2	4		2		30	$5,592.54
2.2	Project Development Team Meetings (5)			4	15	5		5			5		4			2	5	4			49	$9,405.19
2.3	Design Team Meetings (10)			4	30	10		4			10		6			2	10	5	14		95	$16,238.69
	ODCs		$502.00																			$502.00
		Subtotals (Hours) =	N/A	10	53	19		11	2	2	17		10			6	19	9	16		174	$31,738.42
	0600-0255	Subtotals (Costs) =	$502.00	$2,919.00	$9,041.27	$2,834.23		$3,240.49	$442.42	$485.82	$2,900.03		$2,429.10			$872.52	$3,241.21	$1,106.01	$1,724.32		**174**	**$31,738.42**
3	**Task 3**	**Data Collection**																				
3.1	Review Record Documents and As-Built Drawings				4	6	12	4	2	2	12				2	4					48	$7,857.98
3.2	Site Investigation				12	12	20		6		12				2	10	2	8	16		100	$14,099.36
	ODCs		$9,577.00																			$9,577.00
		Subtotals (Hours) =	N/A		16	18	32	4	8	2	24				4	14	2	8	16		148	$31,534.34
	0600-0255	Subtotals (Costs) =	$9,577.00		$2,729.44	$2,685.06	$3,359.36	$1,178.36	$1,769.68	$485.82	$4,094.16				$570.96	$2,035.88	$341.18	$983.12	$1,724.32		**148**	**$31,534.34**
4	**Task 4**	**Design Development**																				
4.1	Cost Estimate																					
4.1.1	Concept Cost Estimate			2	6	30	8	2	2	1	5					8					64	$10,213.10
4.1.2	35%, 100% Cost Estimate			2	8	40	16	2	4	2	15				6	8	16	32			151	$22,795.41
4.2	Specifications																					
4.2.1	Outline Specification			2	12	4	8				2					2					30	$4,699.42
4.2.2	100% Specifications				12	8	16	8	12	7	11				6	6	4	16			106	$17,885.78
4.3	TPSS Installation/Connection Plans				10					36	190	260	10	37	27	34			8		612	$83,416.94
4.6	Street Designs				2	4	10														16	$1,987.66
4.7	Site Perparation and Demo					8	24												32		64	$7,161.52
4.8	Site Plans			4	8														32		44	$5,980.96
4.8.1	Site Concepts				6	3	30				8						12	16	16		91	$11,722.81
4.9.1	Grading / Walls				4	40	100										32	96	8		280	$35,265.64
4.9.2	Drainage					4	40												8		52	$5,658.04
4.1	Erosion and Sediment Controls				8	4	20												2		34	$4,276.54
4.11	Utlities				8	4	12				8								40		72	$8,896.68
4.13	Structures Design for Substation Foundations					12											40	125	20		197	$26,130.29
	ODCs		$1,333.70																			$1,333.70
		Subtotals (Hours) =	N/A	10	84	161	284	12	18	46	239	260	10	37	39	58	104	285	166		1,813	$247,424.49
		Subtotals (Costs) =	$1,333.70	$2,919.00	$14,329.56	$24,016.37	$29,814.32	$3,535.08	$3,981.78	$11,173.86	$40,771.01	$24,580.40	$2,429.10	$3,884.26	$5,566.86	$8,434.36	$17,741.36	$35,023.65	$17,889.82		**1,813**	**$247,424.49**

Totals (Summary) =																		**Totals =**	**2,340**	**$346,484.89**
Total (Hours) =	N/A	32	211	236	316	29	30	52	292	264	20	37	48	88	125	302	198	60	2340	
Total (Costs) =	$14,889.70	$9,340.80	$35,994.49	$35,204.12	$33,173.68	$8,543.11	$6,636.30	$12,631.32	$49,812.28	$24,958.56	$4,858.20	$3,884.26	$6,851.52	$12,796.96	$21,323.75	$37,112.78	$21,338.46	$7,134.60		$346,484.89
Percentage of Total (Hours) =	N/A	1%	9%	10%	14%	1%	1%	2%	12%	11%	1%	2%	2%	4%	5%	13%	8%	3%	100%	
Percentage of Total (Costs) =	4%	3%	10%	10%	10%	2%	2%	4%	14%	7%	1%	1%	2%	4%	6%	11%	6%	2%		100%

Work Order Estimate Summary

Consultant/ Subconsultant: **HNTB**

Contract No: **G1948.0-17**

Task Order No. **WOA1948-AE-04**

Work Order Title: **TPSS Blue Line Rehabilitation**

Attachment: B

TASKS/WBS (1-5)

ODC Item	Description	Unit	Unit Cost	Task 1		Task 2		Task 3		Task 4		Task 5	
				Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1	Repro & Graphics	LS	$1.00	100	$100.00	300	$300.00	300	$300.00	800	$800.00		
2	Deliveries	LS	$15.00	5	$75.00	5	$75.00	10	$150.00	10	$150.00		
3	Mileage	MI	$0.54	50	$27.00	50	$27.00	50	$27.00	155	$83.70		
4	Scanning	LS	$1.00	50	$50.00	50	$50.00	50	$50.00	200	$200.00		
5	Other (Photo, etc.)	LS	$1.00	100	$100.00	50	$50.00	50	$50.00	100	$100.00		
6	RPLI	LS	$9,000.00					1	$9,000.00				
7	Travel	LS	$3,125.00	1	$3,125.00								
8													
9													
10													
			Subtotal =		**$3,477.00**	Subtotal =	**$502.00**	Subtotal =	**$9,577.00**	Subtotal =	**$1,333.70**	Subtotal =	

TASKS/WBS (6-10)

ODC Item	Description											Totals	
		Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1	Repro & Graphics											**1,500**	**$1,500.00**
2	Deliveries											**30**	**$450.00**
3	Mileage											**305**	**$164.70**
4	Scanning											**350**	**$350.00**
5	Other (Photo, etc.)											**300**	**$300.00**
6	RPLI											**1**	**$9,000.00**
7	Travel											**1**	**$3,125.00**
8													
9													
10													
		Subtotal =		Subtotal =		Subtotal =		Subtotal =		Subtotal =		**Totals =**	**$14,889.70**

Work Order Estimate Summary

Consultant/Subconsultant: **PDC**

MTS Doc. No.: **G1948.0-17**

Work Order No.: **WOA1948-AE-04**

Total Hours = **88**

Total Costs = **$13,158.02**

Work Order Title: **TPSS Blue Line Rehabilitation**

Attachment: B

Item	TASKS/WBS	TASKS/WBS Description	ODCs (See Attachment)	Project Manager $ 176.49	Senior Surveyor $ 134.26	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	Total Hours	Totals
	0690-0255														
2	**Task 2**	**Meetings**													
	Kick off Meeting (1)				2									2	$268.52
	Project Development Meeting (2)			1	2									3	$445.01
	Design Team Meetings (2)			1	2									3	$445.01
	ODCs		$583.00												$583.00
		Subtotals (Hours) =	N/A	2	6									8	$1,741.54
	0600-0255	Subtotals (Costs) =	$583.00	$352.98	$805.56									**8**	**$1,741.54**
3	**Task 3**	**Data Collection**													
	Review Record Drawings and As-Builts			4	16									20	$2,854.12
	Site Investigation			4	16									20	$2,854.12
	ODCs														
		Subtotals (Hours) =	N/A	8	32									40	$5,708.24
	0600-0255	Subtotals (Costs) =		$1,411.92	$4,296.32									**40**	**$5,708.24**
4	**Task 4**	**Design Development**													
	Topographic Survey and Control			4	16									20	$2,854.12
	Right of Way			4	16									20	$2,854.12
	ODCs														
		Subtotals (Hours) =	N/A	8	32									40	$5,708.24
		Subtotals (Costs) =		$1,411.92	$4,296.32									**40**	**$5,708.24**

Totals (Summary) =					**88** / **$13,158.02**
Total (Hours) =	N/A		18	70	88
Total (Costs) =		$583.00	$3,176.82	$9,398.20	$13,158.02
Percentage of Total (Hours) =	N/A		20%	80%	100%
Percentage of Total (Costs) =		4%	24%	71%	100%

Work Order Estimate Summary

Consultant/ Subconsultant: **PDC**

Work Order Title: **TPSS Blue Line Rehabilitation**

Contract No: **G1948.0-17**

Task Order No. **WOA1948-AE-04**

Attachment: B

TASKS/WBS (1-5)

ODC Item	Description	Unit	Unit Cost	Task 1		Task 2		Task 3		Task 4		Task 5	
				Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1	Repro & Graphics	LS	$1.00			200	$200.00						
2	Deliveries	LS	$1.00			2	$2.00						
3	Mileage	MI	$0.540			150	$81.00						
4	Scanning	LS	$1.00			200	$200.00						
5	Other (Photo, etc.)	LS	$1.00			100	$100.00						
6													
7													
8													
9													
10													
			Subtotal =			Subtotal =	**$583.00**	Subtotal =		Subtotal =		Subtotal =	

TASKS/WBS (6-10)

ODC Item	Description	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Totals Quantity	Totals Total
1	Repro & Graphics											**200**	**$200.00**
2	Deliveries											**2**	**$2.00**
3	Mileage											**150**	**$81.00**
4	Scanning											**200**	**$200.00**
5	Other (Photo, etc.)											**100**	**$100.00**
6													
7													
8													
9													
10													
		Subtotal =		Subtotal =		Subtotal =		Subtotal =		Subtotal =		**Totals =**	**$583.00**

Work Order Estimate Summary

Consultant/Subconsultant: **Leighton**

MTS Doc. No.: **G1948.0-17**

Work Order No.: **WOA1948-AE-04**

Total Hours = **160**

Total Costs = **$40,354.50**

Work Order Title: **TPSS Blue Line Rehabilitation**

Attachment: B

Item	TASKS/WBS	TASKS/WBS Description	ODCs (See Attachment)	Sr. Principal	Associate	Associate	Project Geologist	CAD Operator	Project Admin / Word Processor					Total Hours	Totals
				$ 277.86	$ 167.48	$ 167.48	$ 107.14	$ 115.69	$ 78.50	$ -	$ -	$ -	$ -		
	0600-0255														
4	**Task 4**	**Design Development**													
4.13.1	Geotechnical			4	2	8	24	6	14					58	$7,150.74
4.13.1.1	Preliminary Geotechnical Report			3	2	8	24	6	8					51	$6,401.88
4.13.1.2	Geotechnical Design Reports			3	2	8	24	6	8					51	$6,401.88
	ODCs		$20,400.00												$20,400.00
		Subtotals (Hours) =	N/A	10	6	24	72	18	30					160	$40,354.50
		Subtotals (Costs) =	$20,400.00	$2,778.60	$1,004.88	$4,019.52	$7,714.08	$2,082.42	$2,355.00					**160**	**$40,354.50**
		Totals (Summary) =												**160**	**$40,354.50**
		Total (Hours) =	N/A	10	6	24	72	18	30					160	
		Total (Costs) =	$20,400.00	$2,778.60	$1,004.88	$4,019.52	$7,714.08	$2,082.42	$2,355.00						$40,354.50
		Percentage of Total (Hours) =	N/A	6%	4%	15%	45%	11%	19%					100%	
		Percentage of Total (Costs) =	51%	7%	2%	10%	19%	5%	6%						100%

Work Order Estimate Summary

Consultant/ Subconsultant: **Leighton**

Work Order Title: **TPSS Blue Line Rehabilitation**

Contract No: **G1948.0-17**

Task Order No. **WOA1948-AE-04**

Attachment: B

TASKS/WBS (1-5)

ODC Item	Description	Unit	Unit Cost	Task 1		Task 2		Task 3		Task 4		Task 5	
				Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1	Boring Permits	EA	$200.00							3	$600.00		
2	Geotechnical Lab Testing	EST	$600.00							3	$1,800.00		
3	Reproduction	EA	$0.12										
4	Shipping/Courier	EA	$12.50										
5	Utilities Clear - CPL	DAY	$1,800.00							3	$5,400.00		
6	Field Resistivity - SW Geophy	DAY	$1,000.00							3	$3,000.00		
7	Driller - Pacific	DAY	$2,800.00							3	$8,400.00		
8	Dynamic Cone Penetrometer	ea	$50.00										
9	Cut-N-Core/ETI	DAY	$400.00							3	$1,200.00		
10	Mileage	MI	$0.575										
				Subtotal =		Subtotal =		Subtotal =		Subtotal =	**$20,400.00**	Subtotal =	

TASKS/WBS (6-10)

ODC Item	Description	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Totals Quantity	Totals Total
1	Boring Permits											**3**	**$600.00**
2	Geotechnical Lab Testing											**3**	**$1,800.00**
3	Reproduction												
4	Shipping/Courier												
5	Utilities Clear - CPL											**3**	**$5,400.00**
6	Field Resistivity - SW Geophy											**3**	**$3,000.00**
7	Driller - Pacific											**3**	**$8,400.00**
8	Dynamic Cone Penetrometer												
9	Cut-N-Core/ETI											**3**	**$1,200.00**
10	Mileage												
		Subtotal =		Subtotal =		Subtotal =		Subtotal =		Subtotal =		**Totals =**	**$20,400.00**

Schedule	Duration (days)	Start Date	End Date
NTP Date	0	9/28/2017	9/28/2017
1.0 Project Management	440	9/28/2017	12/12/2018
2.0 Meetings	238	9/28/2017	5/24/2018
3.0 Scope of Work Development and Data Collection	42	9/28/2017	**11/9/2017**
Review of Record Documents and As Built Drawings	42	9/28/2017	11/9/2017
4.0 Design Development	224	11/9/2017	6/21/2018
Concept Site Plans	63	11/9/2017	1/11/2018
35% PS&E	63	1/11/2018	**3/15/2018**
Agency Review	28	3/15/2018	4/12/2018
Comment Response and Cost Estimate Refinement	28	4/12/2018	**5/10/2018**
100% PS&E	42	5/10/2018	6/21/2018
5.0 Bid Support	214	6/21/2018	1/21/2019
MTS PS&E Checklist	28	6/21/2018	7/19/2018
MTS IFB Process	84	7/19/2018	**10/11/2018**
Pre-bid Meeting	1	10/11/2018	10/12/2018
Bid Support	63	10/12/2018	**12/14/2018**
Deliver Conformed Plans	63	11/19/2018	1/21/2019

Metropolitan Transit System

1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490
(619) 231-1466 • FAX (619) 234-3407

Agenda Item No. 9

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

September 21, 2017

SUBJECT:

UNINTERRUPTIBLE POWER SUPPLY (UPS) ON-SITE REPAIR AND SUPPORT – CONTRACT AWARD

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G2009.0-17, a Sole Source agreement (in substantially the same format as Attachment A) with Schneider Electric, for on-site support and repair of the current inventory of UPS units located throughout the MTS network including Data Centers, Trolley Stations and Bus Facilities.

Budget Impact

The project is funded under the Information Technology operations budget 661010-571250 as follows:

	Total
Base Year 1	$163,282.35
Base Year 2	$156,693.47
Base Year 3	$106,077.56
Option Year 4	$116,618.25
Option Year 5	$129,259.60
Total Project	**$671,931.23**

Metropolitan Transit System (MTS) is a California public agency comprised of San Diego Transit Corp., San Diego Trolley, Inc. and San Diego and Arizona Eastern Railway Company (nonprofit public benefit corporations). MTS is the taxicab administrator for seven cities.

MTS member agencies include the cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, San Diego, Santee, and the County of San Diego.

DISCUSSION:

UPS units are used to maintain network and systems operations during power fluctuations and outages. SANDAG procured the initial UPS units on behalf of MTS. All of these devices are currently limited to the original manufacturer's warranty and do not include on-site support or immediate parts replacements. A large number are currently out of the original 1-year manufacturer support and will require extended support for the estimated life of each unit.

American Power Conversion (APC) Corporation was acquired by Schneider Electric in 2007. Currently 99% of all MTS UPS units are APC devices manufactured by Schneider Electric. MTS has worked with the manufacturer in creating a unique SKU QWSC-QTAH65469-00 from Schneider Electric in conjunction with SACPower, a partner for APC/Schneider Electric, for on-site support and repair of the current inventory of UPS units in the MTS environment. As their preferred business practice, Schneider Electric has resellers that work as the middlemen between themselves and government agencies in responding to quotes for SKUs and managing the paperwork for a fee, but the actual on-site support and repair services are provided by Schneider Electric/SACPower.

MTS staff has determined that contracting directly with the manufacturer to support critical system infrastructure is in its best interest from a contractual, accountability and support perspective. Working directly with Schneider Electric creates cost savings for MTS by eliminating resellers fees, and allows MTS to work directly with the equipment manufacturer who has access to parts and expert knowledge in the maintenance and repair of the equipment. Holding a competitive procurement process to select a reseller as the go-between between MTS and the manufacturer is not efficient or cost effective. Staff recommends that MTS enters into a contract directly with Schneider Electric for on-site support and repair.

The table below shows the savings by comparing MTS's Independent Cost Estimate (ICE) and Schneider Electric's quote. For the first year, MTS estimated $85,000 as the cost to restore the existing UPS units to a state of good repair. The services portion of the ICE was estimated at 25% of the cost to purchase new UPS units due to the age of the existing ones. As MTS is getting services directly from the manufacturer, it is not required to bring the UPS units to a state of good repair before maintenance service can begin. In addition, the manufacturer is offering MTS the services at a discounted cost as the parties are working directly with each other.

MTS ICE	$1,158,141.20
Schneider Electric's quote	$671,931.23
MTS savings (MTS ICE - quote)	$486,209.97

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute G2009.0-17, a Sole Source agreement (in substantially the same format as Attachment A) with Schneider Electric, for the on-site support and repair of the current

inventory of UPS units located throughout the MTS network including Data Centers, Trolley Stations and Bus Facilities.

/s/ Paul C. Jablonski
Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmts.com

Attachment: A. Draft Standard Services Agreement; Contract G2009.0-17

STANDARD SERVICES AGREEMENT G2009.0-17
CONTRACT NUMBER

FILE NUMBER(S)

THIS AGREEMENT is entered into this _____ day of _____ 2017, in the State of California by and between San Diego Metropolitan Transit System ("MTS"), a California public agency, and the following, hereinafter referred to as "Contractor":

Name: Schneider Electric Address: 10805 Thornment Rd, Suite 140

Form of Business: Corporation San Diego, CA 92127

(Corporation, partnership, sole proprietor, etc.)

Telephone: (714) 878-7463 Email Address: Cory.Manley@schneider-electric.com

Authorized person to sign contracts: Cory Manley (Name) Enterprise Account Manager (Title)

The attached Standard Conditions are part of this Agreement. The Contractor agrees to furnish to MTS services and materials, as follows:

Provide UPS Maintenance and Support as specified in the Scope of Work (attached as Exhibit A), Schneider Electric's cost proposal dated __ (attached as Exhibit B), and in accordance with the Standard Services Agreement, including Standard Conditions Services (attached as Exhibit C).

The contract term is for three (3) base years and two (2) 1-year options. The base period shall commence on October 1, 2017 through September 30, 2020; and option years from October 1, 2020 through September 30, 2022, exercisable at MTS's sole discretion.

Payment terms shall be net 30 days from invoice date. The base years cost is $426,053.38, and the option years cost is $245,877.85, for an overall total of $671,931.23, which shall not be exceeded without MTS approval.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM	CONTRACTOR AUTHORIZATION
By: _____ Chief Executive Officer	Firm: _____
Approved as to form:	By: _____ Signature
By: _____ Office of General Counsel	Title: _____

AMOUNT ENCUMBERED	BUDGET ITEM	FISCAL YEAR
$426,053.38		FY18-20

By: _____
Chief Financial Officer Date

(___ total pages, each bearing contract number) SA-SERVICES REVISED (2/22/2017)

DRAFT

Metropolitan Transit System

1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490
(619) 231-1466 • FAX (619) 234-3407

Agenda Item No. 10

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

September 21, 2017

SUBJECT:

ORANGE LINE DESIGN SERVICES FOR VARIOUS TRACK IMPROVEMENTS – WORK ORDER AGREEMENT

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute Work Order No. WOA1947-AE-05 to MTS Doc. No. G1947.0-17 (in substantially the same format as Attachment A) with HDR Engineering, Inc. (HDR) for track improvement design services.

Budget Impact

The total value of this agreement will not exceed $269,935.47 and is funded through the MTS Capital Improvement Project budget account 2005003101.

DISCUSSION:

The Scope of Work for HDR Work Order WOA1947-AE-05 consists of design services for various track improvements along the Orange line and will facilitate improved operation. HDR was selected to perform the services as it completed previous design services at the existing crossovers along the Orange Line. Utilizing HDR for the services will ensure consistency of design and create efficiencies through familiarity with the project. The design work for this project includes the following task items:

- Existing crossover removal and replacement within the 25th and Commercial station limits with standard ballasted track and repaving.
- Installation of a new universal crossover west of the 30th Street grade crossing with hand throw switches and standard flange RBM frog.
- Existing crossover removal and replacement of turnouts with new crossover.
- Existing turnout removal and replacement with a new turnout.

Metropolitan Transit System (MTS) is a California public agency comprised of San Diego Transit Corp., San Diego Trolley, Inc. and San Diego and Arizona Eastern Railway Company (nonprofit public benefit corporations). MTS is the taxicab administrator for seven cities.

MTS member agencies include the cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, San Diego, Santee, and the County of San Diego.

The work order will provide 100 percent construction documents, which includes plans, specifications, and a cost estimate to construct the improvements. Following completion of the project's final design, construction work for this project will be bid out separately and not completed using the Job Order Contract process.

Therefore, staff recommends that the San Diego MTS Board of Directors authorize the CEO to execute Work Order No. WOA1947-AE-05 to MTS Doc. No. G1947.0-17 with HDR for track improvement design services.

/s/ Paul C. Jablonski
Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmts.com

Attachment: A. Draft MTS Doc. No. G1947.0-17

September 21, 2017

MTS DOC No. G1947.0-17
Work Order WOA1947-AE-05

Mr. Thomas K. Kim
Senior Vice President
HDR Engineering, Inc.
401 B Street, Suite 110
San Diego, CA 92101

Dear Mr. Kim:

Subject: MTS DOC. NO. G1947.0-17, WORK ORDER WOA1947-AE-05; GENERAL ENGINEERING DESIGN SERVICES FOR VARIOUS TRACK IMPROVEMENTS ALONG THE ORANGE LINE

This letter shall serve as our agreement for professional services, Work Order WOA1947-AE-05, under the General Engineering Consultant Agreement, MTS Doc. No. G1947.0-17, as further described below.

SCOPE OF SERVICES

Provide general engineering services design services for various track improvements along the Orange line will facilitate improved operation and provide equipment upgrades. Work provided under this Work Order will be performed in accordance with the attached Scope of Services (Attachment A and B)

SCHEDULE

This Work Order will not change the original schedule. The Scope of Services, as described above, shall remain in effect for ten (10) months from the date of the Notice to Proceed.

PAYMENT

Payment shall be based on actual costs in the amount not to exceed without prior authorization of $269,935.47.

Sincerely,

Paul C. Jablonski
Chief Executive Officer

Accepted:

Thomas K. Kim
HDR Engineering, Inc.

Date:

DRAFT

Metropolitan Transit System

Contract No.: **G1947.0-17**
Work Order No.: **AE-05**
Attachment A

WORK ORDER TITLE: Design Services for various track improvements along the Orange Line
MTS Doc. No. G1947.0-17, WOA1947-AE-05

I. PROJECT DESCRIPTION

This project is the culmination of several necessary improvements to the existing orange line to facilitate improved operations and provide equipment upgrades. The work for this project includes the following tasks items:

- The existing tongue and mate crossovers (universal) within the 25th and Commercial station limits will be removed and replaced with the standard paved ballasted.
- Installation of a new No. 6 universal crossover installed west of the 30th Street Grade crossing, with hand throw switches and standard flange RBM frog.
- The existing crossover (tongue and mate), turnouts 9 and 11, will be removed and replaced with a new No. 10 crossover, with Sampson points, and earth enclosure to accommodate an H&K switch machine.
- The existing No. 5 turnout will be removed and replaced with a new No. 10 turnout (open ballasted track) to accommodate the M23E switch machine. Heal block shall be non-floating style.
- All trackwork shall be coordinated to minimize rework of existing overhead catenary system.

Under this Work Order Consultant will also provide assistance in the permitting process with the City of San Diego.

II. EXPECTED RESULTS

The work order will provide 100 percent construction documents which includes plans, specifications, and cost estimate to construction the improvements as described herein. It is anticipated that this project will be bid out separately and not completed using the Job Order Contract process. The Consultant shall also develop separate procurement packages to support MTS in owner procuring long lead items.

III. SCOPE OF WORK

The scope of work to be performed by Consultant shall consist of the following tasks and deliverables:

TASK 1- WORK ORDER MANAGEMENT

This task includes project management services associated with this work order, including the requirements for progress reports, invoicing, meetings, quality assurance/quality control, and administration of the Consultant's and subconsultant's work. It is anticipated that monthly team meetings will be established and attended by three (3) consultant team members. In addition, design review meetings will be held follow each milestone submittal to address comment resolution. Each review meeting will be attended by three (3) consultant team members.

1.1 Progress Reports and Invoices

At the end of each month, Consultant shall report on work progress consistent with MTS's reporting and invoicing formats in the form of a progress report with each invoice indicating work completed (WBS subtask) by Consultant. Progress will be based on the physical percentage complete of individual subtasks or actual progress toward completion.

Consultant will submit one copy of a monthly progress report consisting of a written narrative to the MTS PM.

1.2 Inter-Agency and Project Coordination

Consultant will coordinate meetings and deliverables, and assist the MTS PM on coordination with MTS departments, City of San Diego, and other governing agencies, for all deliverables to ensure consistency among stakeholders.

TASK 2 – FIELD SURVEY AND INVESTIGATION

The Consultant will perform field survey needed to develop the existing topography to support design efforts at the 9/11 crossover (Commercial Street bounded by National Avenue and 16th Street), removal of existing universal crossover at 25th and Commercial (Commercial bounded by 24th and 26th Street); and location of proposed No. 6 universal crossover (Commercial Street bounded by 29th and 30th Street). No survey will be required for the replacement of Turnout No. 5 as existing and proposed turnouts are of similar geometry and considered an in-kind replacement. Features to be collected will include but not be limited to top of rail, key points of existing special trackwork, OCS poles, roadway features, sidewalk features, fences, signs, utility boxes, etc (back of sidewalk to back of sidewalk). Additionally, ground shot cross sections will be obtained for in-street running locations. A DTM of collected points will be provided.

The Consultant shall provide a survey control sheet to support proposed improvements within the footprint of the existing 25th and Commercial Station, amending previous survey efforts completed on the Orange Line Stations Project; a second control sheet for the proposed universal crossover on Commercial Street; and a third sheet to support the 9/11 crossover location.

TASK 3 - DESIGN SUPPORT SERVICES

The Consultant shall develop final design documents that will include Plans, Specifications, and Estimates for the project. A separate Procurement Package shall be developed to assure 'long-lead' items associated with this project are procured early to mitigate delays to project schedule. At a minimum the items will include: Special Trackwork and associated track mounted signaling equipment (e.g. earth box for switch machines and Negative Return bonding); and OCS poles and related appurtenances. The anticipated milestone submittals are 50%, 95%, and 100% for the following locations:

3.1 25th and Commercial (embedded ballasted track) and New No. 6 Universal

The existing tongue and mate universal crossover is currently within the station limits at 25th and Commercial. The existing crossover will be removed and disposed of by the construction contractor; the OCS will be modified to reflect the updated track configuration by removing the catenary crossover. The trackway will be fully removed and replaced with a complete section including subballast, ballast, ties, rail, and all rail fastening hardware. The limits of proposed track replacement include the limits bound along Commercial Street by Harrison Avenue and 26th Streets, including the existing grade crossing at 25th street. No coordination with the CPUC

is included in this scope of services. No coordination with CPUC is anticipated as the project is considered a maintenance project and no changes to track or roadway profiles are anticipated.

A new universal crossover will be constructed west of the existing 30th Street grade crossing. The crossovers shall be placed on tangent track and shall be placed a desired minimum distance according to the design guidelines from crosswalks, outside of road crossings, and to minimize the relocation or replacement of existing poles. Existing poles with increased loading will be evaluated and replaced if necessary.

The crossovers shall be No. 6 hand throw, and the frog shall include a standard flange way and be of RBM style.

The new location will require new OCS be installed over each crossover using OCS messenger/contact wire to match the existing conditions, including new poles and headspans as required to accommodate the new crossovers. It is assumed that required assemblies will be pulled from previous projects or current standard plans for inclusion into the design package.

It is anticipated that some improvement may be within public right-of-way of the City of San Diego, and therefore coordination and approvals with the cities development services will be necessary. As such traffic controls plans will be developed for use in obtaining necessary approval from the City. The traffic control plans will include necessary detours or lane closures to accommodate proposed construction activities.

3.2 Turnouts 9 and 11 (embedded ballasted track)

The existing tongue and mate crossover is currently in need of replacement. The existing crossover will be removed and disposed of.

A new crossover consisting of standard No. 10 turnouts will be constructed in the current location of the existing crossover. The turnouts shall be designed to accommodate the H&K switch machine; all contained in earth boxes conforming to recent installations at turnout 1 and turnout 3. It is anticipated that no new OCS poles will be required, but catenary registration and other improvements will be considered with final location of the new crossover. It is assumed that any required OCS assembly will be pulled from previous projects or current standard plans for inclusion into the design package. 8 hours of OCS support will be provided to detail any required improvements.

Similar to other embedded turnouts, the proposed earth boxes will be designed to include appropriate drainage features to connect the earth boxes to existing storm drain systems using PVC pipe similar to previous designs. It is anticipated that additional effort will be required to process a deviation with the City of San Diego to allow connection to its system with elements deviating from its standards.

It is anticipated that some improvement may be within public right-of-way of the City of San Diego, and therefore coordination and approvals with the cities development services will be necessary. As such traffic controls plans will be developed for use in obtaining necessary approval from the City. The traffic control plans will include necessary detours or lane closures to accommodate proposed construction activities.

Design will be coordinated with signaling improvements being completed by others.

3.3 Turnout No. 5 (open ballasted track)

The existing turnout No. 5 is a standard No. 10 and requires replacement. The existing turnout will removed and disposed of by the construction contractor. The existing track section shall be removed to existing hardpan and new section will be constructed with the installation of the turnout.

The new No. 10 turnout will be constructed to accommodate an M23E switch machine. A standard heel block will be specified for this turnout. It is anticipated that minimal OCS work will be required, but catenary registration and other improvements will be considered with final location of new turnout. 2 hours of OCS support will be provided to detail any required improvements.

Design submission for this location will be limited to standard no. 10 turnout detail. No plan, profile or sections will be developed or provided. No traffic control plans will be necessary to support the turnout replacement.

Design will be coordinated with signaling improvements being completed by others.

3.4 Project Specifications and Estimate

The consultant shall develop project specifications and a detailed cost estimate. The specifications shall accompany the submittal starting with the 65% submission and the cost estimate will accompany each submission provided. A detailed bid list will be provided with the 100% submission. It is anticipated that the proposed specifications will be developed based on previous construction contracts of similar type work, with estimates based on similar historical data from past projects.

In addition, to support the development of the CIP funding request for construction dollars for the project, consultant shall provide an Order of Magnitude Cost Estimate prior to submission of the 50% submittal.

TASK 4 - CITY COORDINATION AND REVIEW

Consultant shall assist and coordinate with the City of San Diego Development Services as required to obtain approvals for proposed improvements and necessary traffic and pedestrian controls required for construction. The first submittal to Development Services will follow the 65% submittal to MTS. It is anticipated that three (3) submissions to development services will be required to obtain necessary approvals. Consultant will address City of San Diego comments, provide responses, and incorporate comments into the plans as necessary to close out comments. The Consultants will continue with City of San Diego review process until final approval has been received including but not limited to the following:

- Collect/obtain additional information and data pertaining to non-design/non-related elements of the project to be added to the plan set for conformance with City of San Diego Development Services Department requirements.
- Perform additional field visits to obtain evidence of existing conditions to justify design elements.
- Update plan sets to address City comments.
- Survey records and reporting
- Property data search, if needed

- Coordination with City agents and Stakeholders including communication for clarity and resolution
- Reproduction
- Submittal and re-submittal processing

TASK 5 – CONSTRUCTION STAGING AND WORK PLAN

Consultant will develop a construction staging and work plan to be approved by MTS. The staging and work plan shall be incorporated into the plans and specification indicating the order of the work and staging to maintain LRT operations. The staging plan will be developed in conjunction with MTS operation and will consider operational limitations imposed on MTS by major events, conventions which generate substantial ridership at certain times.

IV. PERIOD OF PERFORMANCE

The period of service shall be a duration of 10 months from the notice to proceed. .

V. DELIVERABLES

50%, 95%, and 100% Plans, Specifications, and Estimate. Provide five 11" x 17" hard copy sets and PDF of each document included for submission to MTS.

A standalone procurement package as needed for MTS to procure long lead items. The procurement package will be submitted at time of 100% submission and include appropriate plans, specifications, and cost estimate.

The completed Construction package is anticipated to include the following:

General	**Sheet Count**
Title Sheet with Vicinity/Location Map	1
Index	1
Notes	2
Legend/Symbols/Abbreviations	1
Key Map	1
Survey Control Sheet(s)	3
Track	
Demolition Plans (1"=20')	7
Geometry Tables	2
Track Plan & Profile Plans (1"=20')	7
Track Profiles (1"=20')	4
No. 6 Crossover Detail	1
No. 10 Crossover Detail	1
No. 10 Turnout Detail	1
Track Typical Sections & Details	3
Drainage Detail	1
OCS	
General and Typical Arrangement	4

Drawings	
Demolition Layout Plan and New OCS Layout Plan	4
OCS pole and guy foundation, and down guy details	2
OCS pole detail	1
Assembly details to support the modified OCS	6
Traffic Control/Staging	
Traffic Control Notes	1
Detour Plans	7
Traffic Control Plans (1"=40)	4
Staging Plans	4
Total Sheets	69

VI. SCHEDULE OF SERVICES/MILESTONES/DELIVERABLES

A. Tasks Schedule

Task	Begin/End Dates
Project Management and Coordination	NTP/NTP + 10 months
Field Survey	NTP/NTP + 1 month
50% Submittal	NTP/NTP + 5 months
95% Submittal	NTP/NTP + 7 months
100% Submittal	NTP/NTP + 9 months
City of San Diego Submittals	50% Sub + 4 months

B. Milestones/Deliverables Schedule

Milestone/Deliverable	Due Date
Field Survey	1 month following NTP
ROM Estimate	October 13, 2017
50% Submittal	5 months following NTP
95% Submittal*	7 months following NTP
100% Submittal	9 months following NTP
Procurement Package	9 months following NTP
Final City of San Diego Submittal	4 months following 50% Submittal

*Excludes OCS drawings

VII. MATERIALS TO BE PROVIDED BY MTS AND/OR THE OTHER AGENCY

Email check payment receipt to Jessica.Talman@hdrinc.com to allow HDR to process subconsultant payment within 7 day DBE policy requirement.

VIII. SPECIAL CONDITIONS

1. HDR shall not be responsible for costs associated with MTS flag protection for all onsite activities performed as necessitated by the design process.

2. MTS shall be responsible for all review/permit costs associated with obtaining city approvals.

3. Available flown aerial topography from the Orange Line Fiber project shall be obtained from SANDAG and may be utilized to supplement new survey and expedite order of magnitude cost estimate.

4. MTS shall provide right of way information.

5. It is assumed that any required OCS assembly will be pulled from previous projects or current standard plans for inclusion into the design package to minimize the design cost. If new assembly details are required to be developed, this will be treated as a change to the scope.

IX. MTS ACCEPTANCE OF SERVICES:

Consultants shall not be compensated at any time for unauthorized work outside of this Work Order. Consultants shall provide notice to MTS' Project Manager upon 100% completion of this Work Order. Within five (5) business days from receipt of notice of Work Order completion, MTS' Project Manager shall review, for acceptance, the 100% completion notice. If Consultants provides final service(s) or final work product(s) which are found to be unacceptable due to Consultant and/or subcontractor's negligence and thus not 100% complete by MTS' Project Manager, Consultant shall be required to make revisions to said service(s) and/or work product(s) within the Not to Exceed (NTE) Budget. MTS reserves the right to withhold payment associated with this Work Order until the Project Manager provides written acceptance for the 100% final completion notice. Moreover, 100% acceptance and final completion will be based on resolution of comments received to the draft documents and delivery of final documentation which shall incorporate all MTS revisions and comments.

Monthly progress payments shall be based on actual/documented hours performed for each person/classification identified in the attached Fee Schedule and shall at no time exceed the NTE. Consultants shall only be compensated for actual performance of services and at no time shall be compensated for services for which MTS does not have an accepted deliverable or written proof and MTS acceptance of services performed.

X. DEFICIENT WORK PRODUCT:

Throughout the design and/or implementation phases associated with the services rendered by the Consultants, if MTS finds any work product provided by Consultants to be deficient and the deficiently delays any portion of the project, Consultants shall bear the full burden of their deficient work and shall be responsible for taking all corrective actions to remedy their deficient work product including but not limited to the following:

- Paying applicable delay fees,
- Revising provided documents,

At no time will MTS be required to correct any portion of the Consultants deficient work product and shall bear no costs or burden associated with Consultants deficient performance and/or work product.

XI. DELIVERABLE REQUIREMENTS

Consultants will be required to submit any and all documentation required by the Scope of Work. The deliverables furnished shall be of a quality acceptable to MTS. The criteria for acceptance shall be a product of neat appearance, well-organized, and procedurally, technically and grammatically correct. MTS reserves the right to request a resubmission of a deliverable, at no cost, if it does not meet the requirements specified in the work order or materially revise the work order. All work products will become the property of MTS. MTS reserves the right to disclose any reports or material provided by the Consultants to any third party.

Consultants shall provide with each task, a work plan showing the deliverables schedule as well as other relevant date needed for Consultants work control, when and as requested by MTS.

Consultants computer data processing and work processing capabilities and data storage should be compatible with Windows compatible PC's, text files readable in Microsoft Word, and standard and customary electronic storage. Subconsultant shall maintain backup copies of all data conveyed to MTS.

Consultants shall provide MTS with hard copy or electronic versions of reports and/or other material as requested by MTS.

XII. ADDITIONAL INFORMATION

Not Applicable to this WOA.

Work Order Estimate Summary

MTS Doc. No.	**G1947.0-17**
Work Order No.	**WOA1947-AE-05**
Attachment:	**B**

Work Order Title:

Orange Line Track Improvements

Project No:

Table 1 - Cost Codes Summary (Costs & Hours)

Item	Cost Codes	Cost Codes Description	Total Costs
1	0100	Project Management	$26,083.62
2	0255	Engineering	$243,851.85
		Totals =	**$269,935.47**

Table 2 - TASKS/WBS Summary (Costs & Hours)

Item	TASKS/WBS	TASKS/WBS Description	Labor Hrs	Total Costs
1	Admin	Work Order Management	130.00	$26,083.62
2	Engineering	Field Survey	192.00	$29,836.44
3	Engineering	Design Support Services	1,366.00	$191,185.55
4	Engineering	City Coordination and Review	96.00	$11,649.36
5	Engineering	Construction Staging and Workplan	74.00	$11,180.50
		Totals =	**1,858.00**	**$269,935.47**

Table 3 - Consultant/Subconsultant Summary (Costs & Hours)

(If Applicable, Select One)				Consultant	Labor Hrs	Total Costs
DBE	DVBE	SBE	Other			
				HDR Engineering, Inc.	1,338.00	$184,882.06
X				Aguirre & Associates	184.00	$28,353.62
				Gannett Fleming	336.00	$56,699.79
				Totals =	**1,858.00**	**$269,935.47**

Work Order Estimate Summary

Total Hours = **1,338**

Total Costs = **$184,882.06**

Consultant/Subconsultant: **HDR Engineering, Inc.**

Work Order Title: **Orange Line Track Improvements**

MTS Doc. No.: **G1947.0-17**

Work Order No.: **WOA1947-AE-05**

Attachment: B

INTERNAL ONLY

Item	TASKS/WBS	TASKS/WBS Description	ODCs (See Attachment)	Boley Sr. Project Manager $ 255.27	Maggert Project Manager II $ 255.27	Magee Engineer III $ 128.91	Andres Engineer I $ 101.96	Granado Technician II $ 119.64	Talman Sr. Admin Assistant $ 134.01	Hernandez Project Engineer $ 149.33	OCS Group Director/ Systems $ 219.23	OCS Engineer III $ 128.91	$ -	$ -	Total Hours	Totals
1	**Admin**	**Work Order Management**														
1.1	0100	Progress Reports and Invoices	$357.00	2		10			24						36	$5,372.88
1.2	0100	Project Meetings		12	12	12									36	$7,673.40
1.3	0100	Project Coordination		2	2	4									8	$1,536.72
		Subtotals (Hours) =	N/A	16	14	26			24						80	$14,583.00
		Subtotals (Costs) =	$357.00	$4,084.32	$3,573.78	$3,351.66			$3,216.24						**80**	**$14,583.00**
2	**Engineering**	**Field Survey**														
2.1	0255	Review and Coordinate Survey		2	2	2	2								8	$1,482.82
	0255	Field Survey and DTM Development														
		Subtotals (Hours) =	N/A	2	2	2	2								8	$1,482.82
		Subtotals (Costs) =		$510.54	$510.54	$257.82	$203.92								**8**	**$1,482.82**
3	**Engineering**	**Design Support Services**														
3.1	0255	Turnout No. 5	$300.00													$300.00
		Track and Civil														
		Track Plan (No. 10 turnout layout only)		2		10		10		1					23	$3,145.37
		OCS			2										2	$510.54
		Signaling Coordination			2										2	$510.54
3.2	0255	9/11 Crossover														
		Track and Civil														
		General Sheets (Covered in 3.4)														
		Demolition Plans				8		8		1					17	$2,137.73
		Track Plans		2		16		16		1					35	$4,636.67
		Track Details		2		12		12		1					27	$3,642.47
		Typical Sections		1		12		12		1					26	$3,387.20
		Drainage Improvements		1		16		16		2					35	$4,530.73
		Traffic Control					16	32		32					80	$10,238.40
		OCS			8										8	$2,042.16
		Signaling Coordination			2										2	$510.54
3.3	0255	25th and Commercial														
		Track and Civil														
		General Sheets (Covered in 3.4)														
		Demolition Plans					12	12		1					25	$2,808.53
		Track Plans		2			24	24		2					52	$6,127.60
		Track Details		2			16	16		2					36	$4,354.80
		Typical Sections		1			16	16		2					35	$4,099.53
		Traffic Control		1			8	40		40					89	$11,829.75
		OCS														
3.4	0255	New Universal Crossover No. 6														
		Track and Civil														
		General Sheets		1	1	24		24		2					52	$6,774.40
		Demolition Plans				12		12		1					25	$3,131.93
		Track Plans		2		32		32		2					68	$8,762.80
		Track Details		2		24		24		2					52	$6,774.40
		Typical Sections		1		16		16		1					34	$4,381.40
		Traffic Control		1		8		40		40					89	$12,045.35
		OCS														
3.5	0255	Develop Project Specifications		16	8	60				20					104	$16,847.68
3.6	0255	Develop Detailed Cost Estimate		8	8	24	40	24		8					112	$15,322.56
3.7	0255	Package Procurement Submittal		4	4	16	8	16		2					50	$7,133.30
		Subtotals (Hours) =	N/A	49	35	290	140	402		164					1,080	$145,986.38
		Subtotals (Costs) =	$300.00	$12,508.23	$8,934.45	$37,383.90	$14,274.40	$48,095.28		$24,490.12					**1,080**	**$145,986.38**
4	**Engineering**	**City Coordination and Review**														
4.1	0255	Initial City Submittal and Coordination	$300.00				16	8		8					32	$4,083.12
4.2	0255	Second City Submittal and Coordination					16	8		8					32	$3,783.12
4.3	0255	Third City Submittal and Coordination					16	8		8					32	$3,783.12
4.4																
		Subtotals (Hours) =	N/A				48	24		24					96	$11,649.36
		Subtotals (Costs) =	$300.00				$4,894.08	$2,871.36		$3,583.92					**96**	**$11,649.36**
5	**Engineering**	**Construction Staging and Workplan**														
5.1	0255	Turnout No. 5	$50.00	1	1	4		4		1					11	$1,704.07
5.2	0255	9/11 Crossover		2	2	8		8		1					21	$3,158.81
5.3	0255	25th and Commercial		2	2	8		8		1					21	$3,158.81
5.4	0255	New No. 6 Universal		2	2	8		8		1					21	$3,158.81
		Subtotals (Hours) =	N/A	7	7	28		28		4					74	$11,180.50
		Subtotals (Costs) =	$50.00	$1,786.89	$1,786.89	$3,609.48		$3,349.92		$597.32					**74**	**$11,180.50**
		Totals (Summary) =												**Totals =**	**1,338**	**$184,882.06**
		Total (Hours) =	N/A	74	58	346	190	454	24	192					1338	
		Total (Costs) =	$1,007.00	$18,889.98	$14,805.66	$44,602.86	$19,372.40	$54,316.56	$3,216.24	$28,671.36						$184,882.06
		Percentage of Total (Hours) =	N/A	6%	4%	26%	14%	34%	2%	14%					100%	
		Percentage of Total (Costs) =	1%	10%	8%	24%	10%	29%	2%	16%						100%

Work Order Estimate Summary

Consultant/ Subconsultant: **HDR Engineering, Inc.**

Work Order Title: **Orange Line Track Improvements**

Contract No: **G1947.0-17**

Task Order No. **WOA1947-AE-05**

Attachment: B

TASKS/WBS (1-5)

ODC Item	Description	Unit	Unit Cost	Task 1		Task 2		Task 3		Task 4		Task 5	
				Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1	Reproduction	EA	$50.00	5	$250.00			6	$300.00	6	$300.00	1	$50.00
2	Mileage	Mile	$0.535	200	$107.00								
3													
4													
5													
6													
7													
8													
9													
10													
				Subtotal =	**$357.00**	Subtotal =		Subtotal =	**$300.00**	Subtotal =	**$300.00**	Subtotal =	**$50.00**

TASKS/WBS (6-10)

ODC Item	Description											Totals	
		Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1	Reproduction											**18**	**$900.00**
2	Mileage											**200**	**$107.00**
3													
4													
5													
6													
7													
8													
9													
10													
		Subtotal =		Subtotal =		Subtotal =		Subtotal =		Subtotal =		**Totals =**	**$1,007.00**

Work Order Estimate Summary

Total Hours = **184**

Total Costs = **$28,353.62**

Consultant/Subconsultant: **Aguirre & Associates**

Work Order Title: **Orange Line Track Improvements**

MTS Doc. No.: **G1947.0-17**

Work Order No.: **WOA1947-AE-05**

Attachment: B

Item	TASKS/WBS	TASKS/WBS Description	ODCs (See Attachment)	Project Land Surveyor	Survey Technician	Party Chief (PW)	Chainman (PW)									Total Hours	Totals
				$ 140.70	$ 96.83	$ 190.69	$ 192.69						$ -	$ -	$ -		
1	**Admin**	**Work Order Management**															
1.1	0100	Progress Reports and Invoices															
1.2	0100	Project Meetings															
1.3	0100	Project Coordinatior															
		Subtotals (Hours) =	N/A														
		Subtotals (Costs) =															
2	**Engineering**	**Field Survey**															
2.1	0255	Review and Coordinate Survey															
	0255	Field Survey and DTM Developmen	$100.00	26	60	49	49									184	$28,353.62
		Subtotals (Hours) =	N/A	26	60	49	49									184	$28,353.62
		Subtotals (Costs) =	$100.00	$3,658.20	$5,809.80	$9,343.81	$9,441.81									**184**	**$28,353.62**
3	**Engineering**	**Design Support Services**															
3.1	0255	Turnout No. 5															
		Track and Civil															
		General Sheets (Covered in 3.4															
		Demolition Plan															
		Track Plan															
		Track Details															
		OCS															
		Signaling Coordinatior															
3.2	0255	9/11 Crossover															
		Track and Civil															
		General Sheets (Covered in 3.4															
		Demolition Plans															
		Track Plans															
		Track Details															
		Typical Sections															
		Drainage Improvements															
		Traffic Control															
		OCS															
		Signaling Coordinatior															
3.3	0255	25th and Commercia															
		Track and Civil															
		General Sheets (Covered in 3.4															
		Demolition Plans															
		Track Plans															
		Track Details															
		Typical Sections															
		Traffic Control															
		OCS															
3.4	0255	New Universal Crossover No. 6															
		Track and Civil															
		General Sheets															
		Demolition Plans															
		Track Plans															
		Track Details															
		Typical Sections															
		Traffic Control															
		OCS															
3.5	0255	Develop Project Specifications															
3.6	0255	Develop Detailed Cost Estimate															
3.7	0255	Package Procurement Submitta															
		Subtotals (Hours) =	N/A														
		Subtotals (Costs) =															
4	**Engineering**	**City Coordination and Review**															
4.1	0255	Initial City Submittal and Coordinatio															
4.2	0255	Second City Submittal and Coordinatio															
4.3	0255	Third City Submittal and Coordinatio															
4.4																	
		Subtotals (Hours) =	N/A														
		Subtotals (Costs) =															
5	**Engineering**	**Construction Staging and Workplan**															
5.1	0255	Turnout No. 5															
5.2	0255	9/11 Crossover															
5.3	0255	25th and Commercia															
5.4	0255	New No. 6 Universa															
		Subtotals (Hours) =	N/A														
		Subtotals (Costs) =															

Work Order Estimate Summary

Consultant/ Subconsultant: **Aguirre & Associates**

Work Order Title: **Orange Line Track Improvements**

Contract No: **G1947.0-17**

Task Order No. **WOA1947-AE-05**

Attachment: B

TASKS/WBS (1-5)

ODC Item	Description	Unit	Unit Cost	Task 1		Task 2		Task 3		Task 4		Task 5	
				Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1	Reproduction	LS	$50.00										
2	Mileage	Mile	$0.535										
3	Reference Maps	LS	$100.00			1	$100.00						
4													
5													
6													
7													
8													
9													
10													
			Subtotal =			Subtotal =	**$100.00**	Subtotal =		Subtotal =		Subtotal =	

TASKS/WBS (6-10)

ODC Item	Description											Totals	
		Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1	Reproduction												
2	Mileage												
3	Reference Maps											**1**	**$100.00**
4													
5													
6													
7													
8													
9													
10													
		Subtotal =		Subtotal =		Subtotal =		Subtotal =		Subtotal =		**Totals =**	**$100.00**

Work Order Estimate Summary

Total Hours = **336**

Total Costs = **$56,699.79**

Consultant/Subconsultant: **Gannett Fleming**

Work Order Title: **Orange Line Track Improvements**

MTS Doc. No.: **G1947.0-17**

Work Order No.: **WOA1947-AE-05**

Attachment: B

Item	TASKS/WBS	TASKS/WBS Description	ODCs (See Attachment)	Task Lead	Techincal Expert - QA/QC	Engineer III	Designer III	Engineer II	Designer II	Technician III/Admin						Total Hours	Totals
				$ 281.24	$ 289.79	$ 200.63	$ 165.81	$ 156.46	$ 104.40	$ 111.60			$ -	$ -	$ -		
1	**Admin**	**Work Order Management**															
1.1	0100	Progress Reports and Invoices		16	10	16				8						50	$11,500.62
1.2	0100	Project Meetings															
1.3	0100	Project Coordination															
		Subtotals (Hours) =	N/A	16	10	16				8						50	$11,500.62
		Subtotals (Costs) =		$4,499.84	$2,897.90	$3,210.08				$892.80						**50**	**$11,500.62**
3	**Engineering**	**Design Support Services**															
3.1	0255	Turnout No. 5															
		Track and Civil															
		General Sheets (Covered in 3.4)															
		Demolition Plan															
		Track Plan															
		Track Details															
		OCS															
		Signaling Coordination															
3.2	0255	9/11 Crossover															
		Track and Civil															
		General Sheets (Covered in 3.4)															
		Demolition Plans															
		Track Plans															
		Track Details															
		Typical Sections															
		Drainage Improvements															
		Traffic Control															
		OCS															
		Signaling Coordination															
3.3	0255	25th and Commercial															
		Track and Civil															
		General Sheets (Covered in 3.4)															
		Demolition Plans															
		Track Plans															
		Track Details															
		Typical Sections															
		Traffic Control															
		OCS		4		1	16	16	19							56	$8,465.51
3.4	0255	New Universal Crossover No. 6															
		Track and Civil															
		General Sheets															
		Demolition Plans															
		Track Plans															
		Track Details															
		Typical Sections															
		Traffic Control															
		OCS		10		4	30	40	70							154	$22,155.62
3.5	0255	Develop Project Specifications		4	2	8	24									38	$7,289.02
3.6	0255	Develop Detailed Cost Estimate		4	2	8	24									38	$7,289.02
3.7	0255	Package Procurement Submittal															
		Subtotals (Hours) =	N/A	22	4	21	94	56	89							286	$45,199.17
		Subtotals (Costs) =		$6,187.28	$1,159.16	$4,213.23	$15,586.14	$8,761.76	$9,291.60							**286**	**$45,199.17**

Work Order Estimate Summary

Consultant/ Subconsultant: **Gannett Fleming**

Work Order Title: **Orange Line Track Improvements**

Contract No: **G1947.0-17**

Task Order No. **WOA1947-AE-05**

Attachment: B

TASKS/WBS (1-5)

ODC Item	Description	Unit	Unit Cost	Task 1		Task 2		Task 3		Task 4		Task 5	
				Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1	Reproduction	LS	$50.00										
2	Mileage	Mile	$0.535										
3	Reference Maps	LS	$100.00										
4													
5													
6													
7													
8													
9													
10													
			Subtotal =			Subtotal =		Subtotal =		Subtotal =		Subtotal =	

TASKS/WBS (6-10)

ODC Item	Description											Totals	
		Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1	Reproduction												
2	Mileage												
3	Reference Maps												
4													
5													
6													
7													
8													
9													
10													
		Subtotal =		Subtotal =		Subtotal =		Subtotal =		Subtotal =		**Totals =**	

Metropolitan Transit System

1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490
(619) 231-1466 • FAX (619) 234-3407

Agenda Item No. 11

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

September 21, 2017

SUBJECT:

SERVICE AND MAINTENANCE OF THE HEGENSCHEIDT UNDERFLOOR WHEEL TRUING MACHINE - SOLE SOURCE AWARD

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWL242.0-18, a sole source agreement, for a period of three (3) years with Simmons Machine Tool Corporation (SMTC) for service and maintenance of the Hegenscheidt Underfloor Wheel Truing machine.

Budget Impact

The total value of this agreement will not exceed $157,725.00 and is funded through Cost Center 350016-536500.

DISCUSSION:

The Hegenscheidt Wheel Truing Machine was installed inside the San Diego Trolley Inc. (SDTI) Building C. The Wheel Truing Machine is used to cut and reprofile the steel wheels on the light rail vehicle (LRV) fleet at prescribed intervals as part of SDTI's preventative maintenance program. This process insures a safe wheel to rail interface and proper ride quality is maintained on the vehicles. The Wheel Truing Machine requires periodic maintenance and calibration to ensure trouble free operation. This machine is critical to SDTI operations and needs to be kept in operation at all times to facilitate LRV service. It provides a means of ensuring that the wheels under the LRV provide a safe means of transport for riders and that they meet local, state, and federal specifications.

Metropolitan Transit System (MTS) is a California public agency comprised of San Diego Transit Corp., San Diego Trolley, Inc. and San Diego and Arizona Eastern Railway Company (nonprofit public benefit corporations). MTS is the taxicab administrator for seven cities.

MTS member agencies include the cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, San Diego, Santee, and the County of San Diego.

SDTI LRV mechanics received training from SMTC during the installation and commissioning of the machine for day to day maintenance and upkeep but not for the calibration of the machine's laser system or for heavy maintenance and repair. At this time SDTI does not have the expertise to perform the work required.

SMTC is the North American representative of the Hegenscheidt Underfloor Wheel Truing Machine. There is no other North American vendor that is qualified and has the technical expertise to effectively maintain, troubleshoot and calibrate this machine. Furthermore, in order to maintain the warranty, SMTC requires all maintenance work to be performed by LRV staff, SMTC, or contactors hired by SMTC.

SMTC will provide a three (3) year maintenance program in the amount of $157,725.00 that addresses the machine's maintenance requirements. SMTC's experienced field service technicians will perform full inspection and maintenance of the machine.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc. No. PWL242.0-18, a sole source agreement with SMTC for service and maintenance of the Hegenscheidt Underfloor Wheel Truing Machine.

/s/ Paul C. Jablonski
Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmts.com

Attachment: A. Draft MTS Doc. No. PWL242.0-18

STANDARD PROCUREMENT AGREEMENT

PWL242.0-18
CONTRACT NUMBER

DRAFT

FILE NUMBER(S)

THIS AGREEMENT is entered into this ___ day of _____ 2017, in the state of California by and between San Diego Metropolitan Transit System ("MTS"), a California public agency, and the following contractor, hereinafter referred to as "Contractor":

Name: Simmons Machine Tool Corporation

Address: 1700 North Broadway

Albany, NY 12204

Form of Business: Corporation
(Corporation, partnership, sole proprietor, etc.)

Telephone: 518.462.5431

Authorized person to sign contracts: _____ Hegenscheidt – Product Manager
Name Title

The attached Standard Conditions are part of this agreement. The Contractor agrees to furnish to MTS services and materials, as follows:

Provide for service and maintenance of the Hegenschiedt Underfloor Wheel Lathe machine, as specified in the Scope of Work (attached as Exhibit A), and in accordance with the Standard Conditions Services Agreement, including the Standard Conditions Services (attached as Exhibit B), and the Federal Requirements (attached as Exhibits C).

The contract term is for three (3) years from Notice to Proceed.

Payment terms shall be net 30 days from invoice date. The total cost of this contract shall not exceed $157,725 without the express written consent of MTS.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM	CONTRACTOR AUTHORIZATION
By: _____ Chief Executive Officer	Firm: _____
Approved as to form:	By: _____ Signature
By: _____ Office of General Counsel	Title: _____

AMOUNT ENCUMBERED	BUDGET ITEM	FISCAL YEAR
$157,725	350016/536500	FY 18

By: _____
Chief Financial Officer Date

Metropolitan Transit System

1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490
(619) 231-1466 • FAX (619) 234-3407

Agenda Item No. 12

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

September 21, 2017

SUBJECT:

LIGHT RAIL VEHICLE (LRV) PANTOGRAPH CARBON STRIPS – CONTRACT AWARD

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. L1393.0-17 (in substantially the same format as Attachment A) with Schunk Carbon Technology for the purchase of LRV Pantograph Carbon Strips.

Budget Impact

The value of this agreement will not exceed $500,650.68 and is funded under the San Diego Trolley, Inc. (SDTI) LRV Maintenance budget account 350016-545100.

DISCUSSION:

MTS's goal is to purchase an estimated quantity of 3,319 pantograph carbon strips for the light rail vehicles (LRVs) over a five (5) year period. A Pantograph is a device for collecting an electrical current to power an LRV. The current is collected via metalized carbon strips on the head of the pantograph that make contact with the catenary wire.

MTS Policy No. 52, "Procurement of Goods and Services", requires a formal competitive process for procurements exceeding $100,000. On June 9, 2017 staff issued an Invitation for Bids (IFB). Three responsive bids were received by the due date of July 6, 2017.

Metropolitan Transit System (MTS) is a California public agency comprised of San Diego Transit Corp., San Diego Trolley, Inc. and San Diego and Arizona Eastern Railway Company (nonprofit public benefit corporations). MTS is the taxicab administrator for seven cities.

MTS member agencies include the cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, San Diego, Santee, and the County of San Diego.

Pantograph Carbon Strips	
COMPANY NAME	**BID AMOUNT**
*****Schunk***	**$464,641.00**
Morgan	**$640,168.72**
Mersen	**$798,396.53**
ICE	$461,303.00

**Tax not included in bid comparison*

Based on the bids received, and in comparison with the independent cost estimate, Schunk's price was determined to be fair and reasonable. Inclusive of tax, Schunk's price totals $500,650.68.

Therefore, staff recommends that the Board of Directors authorize the CEO to execute MTS Doc. No. L1393.0-17 with Schunk Carbon Technology for the purchase of LRV Pantograph Carbon Strips.

/s/ Paul C. Jablonski
Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmts.com

Attachment: A. Draft MTS Doc. No. L1393.0-17

STANDARD PROCUREMENT AGREEMENT

CONTRACT NUMBER
L1393.0-17
FILE NUMBER(S)

THIS AGREEMENT is entered into this _____ day of _____ 2017, in the State of California by and between San Diego Metropolitan Transit System ("MTS"), a California public agency, and the following, hereinafter referred to as "Contractor":

Name: Schunk Carbon Technology Address: W146 N9300 Held Dr.

Menomonce Falls, WI 53051

Form of Business: LLC
(Corporation, partnership, sole proprietor, etc.)

Telephone: _____ Email Address: _____

Authorized person to sign contracts: Jim Sherer Operations Manager
Name Title

The attached Standard Conditions are part of this Agreement. The Contractor agrees to furnish to MTS services and materials, as follows:

Pantograph Carbon Strips as specified in the Scope of Work (attached as Exhibit A), Schunks' Bid dated June 28, 2017 (attached as Exhibit B), and in accordance with the Standard Conditions Procurement Agreement, including the Standard Conditions Procurement (attached as Exhibit C), and the Federal Requirements (attached as Exhibit D).

Total contract will be in the amount of $500,650.68 which shall not be exceeded without MTS approval.
(Delivery Period - October 1, 2017 through September 30, 2022)

SAN DIEGO METROPOLITAN TRANSIT SYSTEM	CONTRACTOR AUTHORIZATION
By: _____ Chief Executive Officer	Firm: _____
Approved as to form:	By: _____ Signature
By: _____ Office of General Counsel	Title: _____

AMOUNT ENCUMBERED	BUDGET ITEM	FISCAL YEAR
$500,650.68	350016-545100	FY18

By: _____
Chief Financial Officer Date

(___ total pages, each bearing contract number)

SA-PROCUREMEN (REV 2/22/2017)
DATE

DRAFT

Metropolitan Transit System

1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490
(619) 231-1466 • FAX (619) 234-3407

Agenda Item No. 13

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

September 21, 2017

SUBJECT:

VISUAL MESSAGING SYSTEM (VMS) MAINTENANCE (WARRANTY) AND ON-SITE PARTS – SOLE SOURCE CONTRACT AWARD

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to:

1) Execute MTS Doc. No. G2025.0-18 (in substantially the same format as Attachment A) with Daktronics, Inc. for up to a three (3) year period with two (2) one-year options to provide VMS maintenance service and technical support; and

2) Exercise each option year at CEO's discretion.

Budget Impact

The total value of this agreement will not exceed $224,601.71 ($152,775 for maintenance and $71,826.71 for on-site parts, inclusive of a 10% contingency, shipping charges and California sales tax). Funding would come from the annual Information Technology operating budget 661010-571250, which is locally funded.

DISCUSSION:

Passenger information systems are a key communication link between transit operators and the traveling public. VMS signs are content-dynamic electronic signs installed at MTS trolley and bus stations. They principally offer travelers real-time information on train destination, arrival and departure times, and service disruption announcement through changeable visual display using LED technology. They also provide a platform through which MTS can readily broadcast emergency announcements to the public when necessary.

Metropolitan Transit System (MTS) is a California public agency comprised of San Diego Transit Corp., San Diego Trolley, Inc. and San Diego and Arizona Eastern Railway Company (nonprofit public benefit corporations). MTS is the taxicab administrator for seven cities.

MTS member agencies include the cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, San Diego, Santee, and the County of San Diego.

Because VMS is a critical component to MTS operations, VMS must be working 100% of the time. Since it's inevitable that VMS hardware will eventually fail, MTS needs to be ready and prepared for such events. MTS is pursuing two avenues of support:

Option One: Gold Service Warranty Support - This support allows for the equipment exchange, repair and/or replace, and technical support for all 308 existing display signs.

Option Two: On-site Parts -This will support the quick turn-around time for any required parts replacement (within 1 to 2 days instead of long lead times).

Daktronics is the original manufacturer of the VMS equipment and does not offer its product through third party resellers. Similarly, Daktronics owns all copyright and intellectual rights to the software used to operate, manage, and support hardware. Thus, staff recommends that a sole-source award be made to Daktronics for support and warranty on all 308 display signs.

The following table details the VMS Gold support and onsite parts inventory for the base periods and option periods:

Description	Total
Daktronics VMS displays Trolley/Bus Warranty – Year 1	$ 29,650.00
Daktronics VMS displays Trolley/Bus Warranty – Year 2	$ 29,650.00
Daktronics VMS displays Trolley/Bus Warranty – Year 3	$ 29,650.00
Daktronics VMS displays Trolley/Bus Warranty - Year 4 (Option Year One)	$ 31,135.00
Daktronics VMS displays Trolley/Bus Warranty - Year 5 (Option Year Two)	$ 32,690.00
Daktronics VMS displays Trolley/Bus Onsite Parts (taxable)*	$ 60,164.00
Subtotal	**$212,939.00**
7.75% CA Sales Tax	**$ 4,662.71**
Shipping and Handling (Ground)	**$ 1,000.00**
10% Contingency (Parts)	**$ 6,000.00**
TOTAL	**$224,601.71**

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to: (1) execute to MTS Doc. No. G2025.0-18 (in substantially the same format as Attachment A) with Daktronics, Inc. for up to a three (3) year period with two (2) one-year options to provide VMS maintenance service and technical support; and (2) exercise each option year at CEO's discretion.

/s/ Paul C. Jablonski
Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Coney, 619-557-4582, Sharon.Cooney@sdmts.com

Attachment: A. Draft MTS Doc. No. G2025.0-18

STANDARD SERVICES AGREEMENT

G2025.0-18
CONTRACT NUMBER

DRAFT

FILE NUMBER(S)

THIS AGREEMENT is entered into this _____ day of _____ 2017, in the state of California by and between San Diego Metropolitan Transit System ("MTS"), a California public agency, and the following contractor, hereinafter referred to as "Contractor":

Name: Daktronics, Inc.

Address: 201 Daktronics Drive
Brookings, SD 57006

Form of Business: Corporation
(Corporation, partnership, sole proprietor, etc.)

Telephone: 800-325-8766

Authorized person to sign contracts: Katie Schwing
Name Title

The attached Standard Conditions are part of this agreement. The Contractor agrees to furnish to MTS services and materials, as follows:

Provide Visual Messaging Systems (VMS) maintenance (warranty) and technical support services and Onsite Parts inventory per MTS requirements, Daktronics, Inc.'s Quotes (attached as Exhibit B), in accordance with the Standard Services Agreement, including Standard Conditions Services (attached as Exhibit C).

The contract term is for up to a 5-year period (3-year base with two 1-year options). Base period shall be effective January 1, 2018, through December 31, 2020, and Option Years 1-2 shall be effective January 1, 2021, through December 31, 2022 (exercisable at MTS's sole discretion). Payment terms shall be net 30 days from invoice date.

The total contract cost shall not exceed **$224,601.71** [$88,950 for the base period and $63,825 for the option years, and $71,826.71 for on-site parts [inclusive of 10% contingency ($6,000) on parts and 7.75% CA sales tax].

SAN DIEGO METROPOLITAN TRANSIT SYSTEM	CONTRACTOR AUTHORIZATION
By: _____ Chief Executive Officer	Firm: _____
Approved as to form:	By: _____ Signature
By: _____ Office of General Counsel	Title: _____

AMOUNT ENCUMBERED	BUDGET ITEM	FISCAL YEAR
$ 88,950.00 – Base $ 63,825.00 – Options $ 71,826.71 – On-site Parts **$224,601.71 – Total**	661010-571250	18-23

By: _____
Chief Financial Officer Date

Metropolitan Transit System

1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490
(619) 231-1466 • FAX (619) 234-3407

Agenda Item No. 14

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

September 21, 2017

SUBJECT:

SAN DIEGO METROPOLITAN TRANSIT SYSTEM (MTS) SAP TIER 3 PRODUCTION SUPPORT SERVICES - CONTRACT AMENDMENTS

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors:

1) Approve increasing the dollar amount of two (2) SAP support services contracts to cover anticipated fiscal year (FY) 2018 expenses; and

2) Ratify one SAP support services contract amendment.

Budget Impact

Funding for the current fiscal year SAP support services ($400,000) covered by today's proposed action is included in the MTS Information Technology (IT) operating budget.

DISCUSSION:

Pursuant to Board Policy No. 52, "Procurement of Goods and Services", the CEO may enter into contracts with service providers for up to $100,000. The Board must approve all agreements in excess of $100,000.

On February 18, 2016, the Board approved the establishment a select pool of well-qualified providers who would be available to advise and assist MTS in the management, customization, and support of SAP on as as-needed basis. Thereafter, MTS began contracting with three of the approved firms for designated amounts. Two of these firms will require contract increases to pay current and anticipated support services expenses in FY18. Rather than coming to the Board individually with each firm

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when the contract balance runs low, staff now requests Board approval on an annual basis.

The contract increases are based upon each firm's current and anticipated project workload. The following table includes the contract needing Board approval to increase the dollar amount for SAP support services for FY18:

Firm Name	Contract/ Amendment No.	Current Contract Amount	Proposed Increase Amount	Total Contract Amount*	Attachment
The Peloton Alliance	G1911.2-16	$200,000	$200,000	$400,000	A

* Reflects the total contract value, including FY18 increases described in the chart above.

The following table includes one SAP support services contract needing Board ratification and an additional increase for current and future SAP support services expenses through FY18.

Firm Name	Contract/ Amendment No.	Original Contract Amount	Ratification Amount	Additional Increase Amount	Total Contract Amount	Attachments
Labyrinth Solutions	G1865.1 & 2-16	$200,000	$50,000	$200,000	$450,000	B & C

Therefore, staff is requesting that the Board of Directors: (1) approve increasing the dollar amount of two SAP support services contracts; and (2) ratify one SAP support services contract for current and future SAP support expenses through FY18.

/s/ Paul C. Jablonski
Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmts.com

Attachments: A. Draft MTS Doc. No. G1911.2-16 (Peloton)
B. MTS Doc. No. 1865.1-16 (LSI)
C. Draft MTS Doc. No. 1865.2-16 (LSI)

DRAFT

September 21, 2017 MTS Doc. No. G1911.2-16

The Peloton Alliance
Richard Beggs, Partner
1794 Trebled Waters Trail
Driftwood, TX 78619

Subject: AMENDMENT NO. 2 TO MTS DOC. NO. G1911.0-16; SAP SUPPORT SERVICES

Dear Mr. Beggs:

This shall serve as Amendment No. 2 to our agreement for the SAP Support Services as further described below.

SCOPE

Contractor shall continue to provide SAP Support Services in accordance with the terms and conditions of the original agreement.

SCHEDULE

There is no change to the term of this agreement.

PAYMENT

This contract amendment shall authorize additional costs not to exceed $200,000 for SAP Support Services. The total value of this contract, including this amendment, shall be in the amount of $400,000. This amount shall not be exceeded without written approval from MTS.

Please sign and return the copy marked “original” to the Contracts Specialist at MTS. All other terms and conditions shall remain the same and in effect. Retain the other copy for your records.

Sincerely,

Paul C. Jablonski
Chief Executive Officer

Agreed:

Richard Beggs
The Peloton Alliance

Date: _____

Cc: G. Dexter, R. Atkinson, Procurement File

Metropolitan Transit System

1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490
(619) 231-1466

ORIGINAL

February 2, 2017

MTS Doc. No. G1865.1-16

Labyrinth Solutions, Inc.
Mark Schexnaildre
401 B Street, Suite 2020
San Diego, CA 92101

Subject: AMENDMENT NO. 1 TO MTS DOC. NO. G1865.0-16; SAP SUPPORT SERVICES

Dear Mr. Schexnaildre:

This shall serve as Amendment No. 1 to our agreement for the SAP Support Services as further described below.

SCOPE

Pursuant to the Scope of Work for MTS Doc. No. G1865.0-16 for SAP Support Services, the San Diego Metropolitan Transit System (MTS) shall exercise option years one through four.

Replace Cost Forms, contract pages 28 - 29, with Attachment A, Cost Forms.

SCHEDULE

The option term coverage shall be effective June 1, 2017 through May 31, 2021.

PAYMENT

This contract amendment shall authorize additional costs not to exceed $50,000 for SAP Support Services. The total value of this contract, including this amendment, shall be in the amount of $250,000. This amount shall not be exceeded without written approval from MTS.

Please sign and return the copy marked "Original" to the Contracts Specialist at MTS. All other terms and conditions shall remain the same and in effect. Retain the other copy for your records.

Sincerely,

Paul C. Jablonski
Chief Executive Officer

Agreed:

~~Mark Schexnaildre~~ Nader Tirandazi
Labyrinth Solutions, Inc.

Date: Feb 28/2017

LMARQUIS-CL
CL-G1865.1-16.LABYRINTH.RATKINSON.013017

Attachment: A - Cost Forms

cc: G. Dexter, R. Atkinson, Procurement File

Metropolitan Transit System (MTS) is a California public agency comprised of San Diego Transit Corp San Diego Trolley, Inc and San Diego and Arizona Eastern Railway Company (nonprofit public benefit corporations) MTS is the taxicab administrator for seven cities

MTS member agencies include the cities of Chula Vista, Coronado El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, San Diego, Santee, and the County of San Diego.

DRAFT

September 21, 2017 MTS Doc. No. G1865.2-16

Labyrinth Solutions, Inc.
Mark Schexnaildre
401 B Street, Suite 2020
San Diego, CA 92101

Subject: AMENDMENT NO. 2 TO MTS DOC. NO. G1865.0-16; SAP SUPPORT SERVICES

Dear Mr. Schexnaildre:

This shall serve as Amendment No. 2 to our agreement for the SAP Support Services as further described below.

SCOPE

Contractor shall continue to provide SAP Support Services in accordance with the terms and conditions of the original agreement.

SCHEDULE

There is no change to the term of this agreement.

PAYMENT

This contract amendment shall authorize additional costs not to exceed $200,000 for SAP Support Services. The total value of this contract, including this amendment, shall be in the amount of $450,000. This amount shall not be exceeded without written approval from MTS.

Please sign and return the copy marked “original” to the Contracts Specialist at MTS. All other terms and conditions shall remain the same and in effect. Retain the other copy for your records.

Sincerely,

Paul C. Jablonski
Chief Executive Officer

Agreed:

Mark Schexnaildre
Labyrinth Solutions, Inc.

Date: _____

Cc: G. Dexter, R. Atkinson, Procurement File

Metropolitan Transit System

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San Diego, CA 92101-7490
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Agenda Item No. 15

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

September 21, 2017

SUBJECT:

RELOCATION OF SDG&E FACILITIES FOR THE NEW ORANGE LINE COURTHOUSE STATION – CHANGE ORDERS

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors:

1) Ratify Construction Change Orders 1-3 and 5-7 to MTS Doc. No. PWL204.0-16, Work Order No. MTSJOC7504-26 (in substantially the same format as Attachment A) with ABC Construction Co., Inc. (ABC), for the relocation of SDG&E facilities; and

2) Authorize the Chief Executive Officer (CEO) to execute Construction Change Order 4 to MTS Doc. No PWL204.0-16, Work Order No. MTSJOC7504-26 (in substantially the same format as Attachment B) with ABC for relocating the utilities below an existing tunnel.

Budget Impact

The total value of these Change Orders will not exceed $201,729.66 inclusive of direct costs of $199,712.37 and the contractor share of administrative fees totaling $2,017.30. Total administrative fees are $5,366.01 (contractor share $2,017.30 and MTS share $3,348.71). Including all amendments, the construction cost is $1,482,431.23 inclusive of direct cost of $1,443,642.45 and the contractor share of administrative fees totaling $14,582.25. Total administrative fees are $38,788.78 (contractor share $14,582.25 and MTS share $24,206.53). The funding for the changes is provided in the Orange Line Courthouse Station CIP No. 2004007503. A portion of these fees are subject to reimbursement from SDG&E.

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MTS member agencies include the cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, San Diego, Santee, and the County of San Diego.

DISCUSSION:

As a result of the future Mid-Coast Trolley operations plan, and the necessity to relieve trolley congestion at the Santa Fe Depot station, the MTS Board of Directors approved the construction of the downtown Courthouse Station project which will relocate the existing westerly terminus of the Orange Line from Santa Fe Depot to a new station within the C Street corridor between State Street and Union Street. SDG&E currently has various underground electric and gas utility lines and equipment in C Street. For SDG&E to maintain appropriate access to these facilities after completion of the Courthouse Station Project, the facilities need to be relocated outside of the proposed new track bed.

The SDG&E relocation work is currently being structured as a two phase subproject: (1) duct bank relocation to be performed by MTS through a JOC contractor and (2) additional facility relocation work to be performed by SDG&E. The Board authorized staff to negotiate and execute a reimbursement agreement with SDG&E at the February 16, 2017 Board Meeting. On March 9, 2017, (AI 18), the Board authorized the CEO to negotiate a Work Order with ABC to perform the duct bank relocation portion of the work. During the course of ABC's duct bank relocation work, various unforeseen conditions arose, requiring construction contract change orders to be approved under the CEO's authority.

Staff proposes that the Board ratify Change Orders 1 - 3, and 5 -7 for changes to the original scope of work that include tree removal, unforeseen concrete removal, potholing and gas main relocation. In addition, staff is requesting approval for Change Order 4, for relocating the utilities below an existing tunnel on C Street. Table 1 below provides a summary Construction Change Orders for this JOC:

Table 1: Summary of Construction Change Orders for MTSJOC7504-26

	Description	**Amount**
	Original Agreement	$1,243,930.08
	Original Admin Fees	$33,422.77
CCO #	**Description**	**Amount**
1 (ratify)	Remove Trees and Planters	$ 15,980.04
2 (ratify)	Remove Concrete Fill	$ 26,170.06
3 (ratify)	Pothole Gas Main	$ 2,796.83
4 (approve)	Tunnel Conduit	$ 99,558.40
5 (ratify)	Tunnel Pothole, Tree Removal, Utility Standby Time	$ 10,713.81
6 (ratify)	Relocate Gas Main	$ 36,367.63
7 (ratify)	Retrench Gas Main	$ 8,125.60
	Change Order Total:	*$ 199,712.37*
	Change Order Admin Fee Total:	*$ 5,366.01*
	Requested Amount for this Agenda Item:	**$ 205,078.38**
	Total Contract Amount without Admin Fees	$ 1,443,642.45
	Grand Total Contract Amount (All Change Orders and Admin Fees):	**$ 1,482,431.23**

Therefore staff recommends that the MTS Board of Directors authorize the CEO to execute Work Order No. MTSJOC7504-26.01 thru 26.07 (in substantially the same format as Attachment A, Contract Change Orders 1 through 7), under MTS Doc. No. PWL204.0-16 with ABC Construction, Inc., for the relocation of SDG&E facilities for the new Orange Line Courthouse Station.

/s/ Paul C. Jablonski
Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmts.com

Attachments: A. Construction Change Order MTSJOC7504-26 (CCO 1-3 and 5-7)
B. Draft Construction Change Order MTSJOC7504-26 (CCO 4)

Metropolitan Transit System

CONSTRUCTION CHANGE ORDER

Project Name: SDG&E Underground Conduit Installation Date: 8/18/17

To: MTS Contract Number: PWL204.1-16

From (Contractor): ABC Construction, Inc. CCO Number: 01

Description of Work

1. Remove trees and planters (2 ea.).

A. Contractor Cost Proposal, MTSJOC7504-26.01

Remove trees and planters (2 ea.)	$ 15,980.04 L.S.	
	L.S.	
	Subtotal A:	$ 15,980.04

B. Subcontractors Costs

Included in above.	$ -	
	Subtotal B:	$ -

C. Contractor Credits

	$0.00	
	Subtotal C:	0.00
Total = (A + B + C)	Total:	$ 15,980.04

Original Contract value:	$	1,243,930.08
Adjustment by Change Order No. X through Change Order X (if applicable)	$	-
Adjustment by this Change Order	$	15,980.04
New Contract Amount Total:	$	1,259,910.12

The Contract Time due to this Change Order will be: ☑ Increased ☐ Decreased ☐ Unchanged by 7 days

Original Completion Date:	9/11/17
Adjustment by Change Order No. X through Change Order X (if applicable)	0
Adjustment by this Change Order	7
New Completion Date	9/18/17

Milestones Affected: Adding 7 days to the original September 11, 2017, extends the contract to September 18, 2017.

Wayne Gilbert 9/14/17
Contractor Date:

MTS Chief Executive Officer Date: 9/14/17

Follow all applicable procedures and provide all appropriate documentation as required by the Contract Documents.

Metropolitan Transit System

CONSTRUCTION CHANGE ORDER

Project Name: SDG&E Underground Conduit Installation **Date:** 8/18/17

To: MTS **Contract Number:** PWL204.1-16

From (Contractor): ABC Construction, Inc. **CCO Number:** 02

Description of Work

1. Remove unforeseen concrete along new pedestrian bridge column for installing conduits and backfill.

A. Contractor Cost Proposal, MTSJOC7504-26.01

Concrete removal.	$ 15,980.04 L.S.	
	L.S.	
	Subtotal A:	$ 26,170.06

B. Subcontractors Costs

Included in above.	$ -	
	Subtotal B:	$ -

C. Contractor Credits

	$0.00	
	Subtotal C:	0.00
Total = (A + B + C)	**Total:**	$ 26,170.06

Original Contract value:		**$ 1,243,930.08**
Adjustment by Change Order No. 1 (if applicable)		**$ 15,980.04**
Adjustment by this Change Order		**$ 26,170.06**
New Contract Amount	**Total:**	**$ 1,286,080.18**

The Contract Time due to this Change Order will be: ☑ Increased ☐ Decreased ☐ Unchanged by 7 days

Original Completion Date:	9/11/17
Adjustment by Change Order No. 1 through Change Order 2 (if applicable)	7
Adjustment by this Change Order	7
New Completion Date	9/25/17

Milestones Affected: Competion with CCO 02 time extension of severn (7) days is now September 25, 2017.

Contractor — Date: 9/14/17

MTS Chief Executive Officer — Date: 9/14/17

Follow all applicable procedures and provide all appropriate documentation as required by the Contract Documents.

Metropolitan Transit System

CONSTRUCTION CHANGE ORDER

Project Name: SDG&E Underground Conduit Installation Date: 8/18/17

To: MTS Contract Number: PWL204.1-16

From (Contractor): ABC Construction, Inc. CCO Number: 03

Description of Work

1. This work is for potholing the SDG&E gas main on State Street.

A. Contractor Cost Proposal, MTSJOC7504-26.01

Pothole Gas Main	$ 15,980.04 L.S.	
	L.S.	
	Subtotal A:	$ 2,796.83

B. Subcontractors Costs

Included in above.	$ -	
	Subtotal B:	$ -

C. Contractor Credits

	$0.00	
	Subtotal C:	0.00
Total = (A + B + C)	Total:	$ 2,796.83

Original Contract value:	$	1,243,930.08
Adjustment by Change Order No. 1 and 2.	$	42,160.10
Adjustment by this Change Order	$	2,796.83
New Contract Amount Total:	$	1,288,877.01

The Contract Time due to this Change Order will be: ☐ Increased ☐ Decreased ☑ Unchanged by 0 days

Original Completion Date:	9/11/17
Adjustment by Change Order No. 1 through Change Order 2 (if applicable)	14
Adjustment by this Change Order	0
New Completion Date	9/25/17

Milestones Affected: NA

Wayne [illegible] 9/14/17
Contractor Date:

MTS Chief Executive Officer 9/14/17
Date:

Follow all applicable procedures and provide all appropriate documentation as required by the Contract Documents.

Metropolitan Transit System

CONSTRUCTION CHANGE ORDER

Project Name: SDG&E Underground Conduit Installation Date: 8/21/17

To: MTS Contract Number: PWL204.1-16

From (Contractor): ABC Construction, Inc. CCO Number: 05

Description of Work

1. This work is for potholing the tunnel foundation on C Street, tree removal on Union Street and stand-by time due to unmarked conduit.

A. Contractor Cost Proposal, MTSJOC7504-26.01

Pothole tunnel, tree removal and stand-by time.	$ 10,713.81 L.S.	
	L.S.	
	Subtotal A:	$ 10,713.81

B. Subcontractors Costs

Included in above.	$ -	
	Subtotal B:	$ -

C. Contractor Credits

	$0.00	
	Subtotal C:	0.00
Total = (A + B + C)	Total:	$ 10,713.81

Original Contract value:	$ 1,243,930.08
Adjustment by Change Order No. 1 thru 3.	$ 44,888.16
Adjustment by this Change Order	$ 10,713.81
New Contract Amount Total:	$ 1,299,532.05

The Contract Time due to this Change Order will be: ☐ Increased ☐ Decreased ☑ Unchanged by 0 days

Original Completion Date:	9/11/17
Adjustment by Change Order No. 1 through Change Order 3 (if applicable)	14
Adjustment by this Change Order	0
New Completion Date	9/25/17

Milestones Affected: NA

Contractor Date: 9/14/17

MTS Chief Executive Officer Date: 9/14/17

Follow all applicable procedures and provide all appropriate documentation as required by the Contract Documents.

Metropolitan Transit System

CONSTRUCTION CHANGE ORDER

Project Name: SDG&E Underground Conduit Installation Date: 8/21/17

To: MTS Contract Number: PWL204.1-16

From *(Contractor)*: ABC Construction, Inc. CCO Number: 06

Description of Work

1. This work is for relocating the existing gas main on State Street and includes, shoring, excavation, shoring and backfilling as approved by SDG&E.

A. Contractor Cost Proposal, MTSJOC7504-26.01

Gas Main Relocation on State Street	$ 36,367.63 L.S.	
	L.S.	
	Subtotal A:	$ 36,367.63

B. Subcontractors Costs

Included in above.	$ -	
	Subtotal B:	$ -

C. Contractor Credits

	$0.00	
	Subtotal C:	0.00
	Total = (A + B + C)	**Total:** $ 36,367.63

Original Contract value:		$ 1,243,930.08
Adjustment by Change Order No. 1 thru 3.		$ 56,601.97
Adjustment by this Change Order		$ 36,367.63
New Contract Amount	**Total:**	$ 1,336,899.68

The Contract Time due to this Change Order will be: ☐ Increased ☐ Decreased ☑ Unchanged by 0 days

Original Completion Date:	9/11/17
Adjustment by Change Order No. 1 through Change Order 5 (if applicable)	14
Adjustment by this Change Order	5
New Completion Date	9/30/17

Milestones Affected: NA

Wayne Gilbert 9/14/17
Contractor Date:

MTS Chief Executive Officer Date: 9/14/17

Follow all applicable procedures and provide all appropriate documentation as required by the Contract Documents.

Metropolitan Transit System

CONSTRUCTION CHANGE ORDER

Project Name: SDG&E Underground Conduit Installation Date: 9/5/17

To: MTS Contract Number: PWL204.1-16

From (Contractor): ABC Construction, Inc. CCO Number: 07

Description of Work

1. This work is for retrenching the SDG&E gas main which was required for installing the new vault on State Street south of C Street.

A. Contractor Cost Proposal, MTSJOC7504-26.01

Retrench gas main for vault installation.	$ 8,125.60 L.S.	
	L.S.	
		Subtotal A: $ 8,125.60

B. Subcontractors Costs

Included in above.	$ -	
		Subtotal B: $ -

C. Contractor Credits

	$0.00	
		Subtotal C: 0.00
	Total = (A + B + C)	Total: $ 8,125.60

Original Contract value:	$	1,243,930.08
Adjustment by Change Order No. 1 thru 6.	$	191,686.77
Adjustment by this Change Order	$	8,125.60
New Contract Amount Total:	$	1,443,642.45

The Contract Time due to this Change Order will be: ☐ Increased ☐ Decreased ☑ Unchanged by 3 days

Original Completion Date:	9/11/17
Adjustment by Change Order No. 1 through Change Order 6 (if applicable)	24
Adjustment by this Change Order	3
New Completion Date	10/8/17

Milestones Affected: NA

Wayne Gilbert 9/14/17
Contractor Date:

MTS Chief Executive Officer Date: 9/14/17

Follow all applicable procedures and provide all appropriate documentation as required by the Contract Documents.

Metropolitan Transit System

CONSTRUCTION CHANGE ORDER

Project Name: SDG&E Underground Conduit Installation **Date:** 8/28/17

To: MTS **Contract Number:** PWL204.1-16

From *(Contractor)*: ABC Construction, Inc. **CCO Number:** 04

Description of Work

1. This work is for excavating two (2) receptor pits appoximately eighteen (18) feet deep, shoring, and tunneling for conduit installation below an existing utility structure.

A. Contractor Cost Proposal, MTSJOC7504-26.04

Install Tunnel Conduit	$ 99,558.40 L.S.	
	L.S.	
	Subtotal A:	$ 99,558.40

B. Subcontractors Costs

Included in above.	$ -	
	Subtotal B:	$ -

C. Contractor Credits

	$0.00	
	Subtotal C:	0.00
	Total = (A + B + C)	Total: $ 99,558.40

Original Contract value:	**$**	**1,243,930.08**
Adjustment by Change Order No. 1 and 2.	**$**	**44,946.93**
Adjustment by this Change Order	**$**	**99,558.40**
New Contract Amount Total:	**$**	**1,388,435.41**

The Contract Time due to this Change Order will be: ☑ Increased ☐ Decreased ☐ Unchanged **by** **5** **days**

Original Completion Date:	**9/11/17**
Adjustment by Change Order No. 1 through Change Order 3 (if applicable)	**14**
Adjustment by this Change Order	**5**
New Completion Date	**9/30/17**

Milestones Affected: NA

Contractor **Date:** **MTS Chief Executive Officer** **Date:**

Follow all applicable procedures and provide all appropriate documentation as required by the Contract Documents.

Metropolitan Transit System

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Agenda Item No. 16

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

September 21, 2017

NUMBER NOT USED

Metropolitan Transit System (MTS) is a California public agency comprised of San Diego Transit Corp., San Diego Trolley, Inc. and San Diego and Arizona Eastern Railway Company (nonprofit public benefit corporations). MTS is the taxicab administrator for seven cities.

MTS member agencies include the cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, San Diego, Santee, and the County of San Diego.

Metropolitan Transit System

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Agenda Item No. 17

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

September 21, 2017

SUBJECT:

GREEN LINE SHELTER UPGRADES AND SHELTER REPLACEMENT AT THE OLD TOWN TRANSIT CENTER – WORK ORDER

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute Work Order MTSJOC7504-15, PWL204.0-16 (in substantially the same format as Attachment A) with ABC Construction Co. Inc. (ABC) for Green Line shelter upgrades and shelter replacement at the Old Town Transit Center.

Budget Impact

The total cost will not exceed $654,189.93 inclusive of a direct cost of $647,648.03 and the contractor share of administrative fees totaling $6,541.90. Total administrative fees are $17,401.45 (contractor share $6,541.90 and MTS share $10,859.55). Funding will be from the MTS Capital Improvement Project 20060063 - Old Town Transit Center.

DISCUSSION:

MTS has shelters at the Old Town Transit Center requiring upgrade and replacement due to termite damage and the age of the shelter. Damage to the wooden support beams has compromised the structural integrity of the shelters. The new shelters will include an upgrade from a traditional wood frame to wood composite material. Shelters will also include column supports using a concrete finish to prevent future termite damage. A total of six (6) trolley shelters and six (6) bus shelters will be replaced on the north side of the transit center. Bus shelters on the south side of the transit center will be replaced under a separate CIP.

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ABC will be providing all materials, labor, equipment, and disposal necessary for a complete replacement of the shelters. Construction is expected to be complete by early summer 2018.

Utilizing the JOC process was determined to be the most effective way to ensure project completion and subsequent receipt of state grant funding.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute Work Order MTSJOC7504-15, PWL204.0-16 with ABC Construction Co. Inc. for Green Line shelter upgrades and shelter replacement at the Old Town Transit Center.

/s/ Paul C. Jablonski
Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmts.com

Attachment: A. Draft Work Order MTSJOC7504-15, PWL204.0-16

JOB ORDER CONTRACT
WORK ORDER

PWL204.0-16
CONTRACT NUMBER

MTSJOC7504-15
WORK ORDER NUMBER

THIS AGREEMENT is entered into this _____ day of _____ 2017, in the state of California by and between San Diego Metropolitan Transit System ("MTS"), a California public agency, and the following, hereinafter referred to as "Contractor":

Name: ABC Construction, Inc. Address: 3120 National Avenue

Form of Business: Corporation San Diego, CA 92113
(Corporation, partnership, sole proprietor, etc.)

Telephone: (619) 239-3428

Authorized person to sign contracts: Wayne Czubernat Project Manager
Name Title

Pursuant to the existing Job Order Contract (MTS Doc. No. PWL204.0-16), MTS issues a Work Order to Contractor to complete the detailed Scope of Work (attached as Exhibit A.), the Cost Breakdown for the Scope of Work (attached as Exhibit B.), and the subcontractor listing form applicable to this Work Order (attached as Exhibit C.)

Pursuant to the SANDAG JOC Contract Section 7-1.04A(3), 1% of the work order value has been deducted. MTS will pay both the Contractor (1%) and the MTS/Owner share of the Gordian Group license fee.

The total cost for this work order will not exceed $654,189.93 inclusive of a direct cost of $647,648.03 and a 1% Gordian Group license fee of $6,541.90.

TOTAL PAYMENTS TO CONTRACTOR SHALL NOT EXCEED $ 647,648.03

SAN DIEGO METROPOLITAN TRANSIT SYSTEM	CONTRACTOR AUTHORIZATION
By: _____ Chief Executive Officer	Firm: _____
Approved as to form:	By: _____ Signature
By: _____ Office of General Counsel	Title: _____

AMOUNT ENCUMBERED	BUDGET ITEM	FISCAL YEAR
$ 647,648.03	2006006303/599906	2018

By: _____
Chief Financial Officer Date

(___ total pages, each bearing contract number and work order number)

DRAFT

Metropolitan Transit System

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Agenda Item No. 18

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

September 21, 2017

SUBJECT:

ORANGE LINE TRACK IMPROVEMENTS – CHANGE ORDERS

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors:

1) Ratify Construction Change Orders 9 - 10 (Attachments B and C) to MTS Doc. No. PWL211.0-16 for $84,176.78, which was previously issued under the Chief Executive Officer's (CEO) authority, for Orange Line Track Improvements; and

2) Authorize the CEO to execute Change Order Amendment 11 (in substantially the same format as Attachment A), with Herzog Contracting Corp. (Herzog), for $74,087.08.

Budget Impact

The total associated with this request, inclusive of Change Orders 9 - 11, will not exceed $158,263.86 (see table on next page).

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Summary of Project Changes		
Original Contract Total		$3,916,490.00
Change Order No. 1	Community Outreach	$7,537.83
Change Order No. 2	30th St & Commercial Transition	$46,862.63
Change Order No. 3	9-ft Timber Tie Change Out	$10,978.96
Change Order No. 4	Horseshoe Rail Replacement	$24,290.00
Change Order No. 5	Vehicular Crossing Transitions	$98,850.97
Change Order No. 6	Broadway Wye Frog Plates	$17,970.00
Change Order No. 7	Rail Anchor Procurement	$3,257.53
Change Order No. 8	Insulated Joints and Panels	$11,866.11
Amendment No. 9	Add Alternates 1-3 (Surfacing/Ties/Rail Plugs)	$2,141,143.00
Change Order No. 9 (Ratify)	**Duct Bank Work**	**$94,683.01**
Change Order No. 10 (Ratify)	**Impedance Bonds**	**($10,506.23)**
Change Order No. 11 (Authorize)	**Additional Timber Tie Replacement**	**$74,087.08**
	Subtotal of Changes Requested on this Agenda Item:	***$158,263.86***
	Current Contract Total:	**$6,437,510.89**

The overall value of the contract will increase from the original contract and previously approved Change Orders (Nos. 1-8) and Amendment 9 which exercised 3 Add Alternates from $6,279,247.03 to a revised value of $6,437,510.89. Funding is included in the fiscal year (FY) 2017 and FY 2018 Capital Improvement Program (CIP) budgets.

DISCUSSION:

MTS currently has an existing agreement with Herzog for construction related improvements on MTS's Orange Line Trolley service route. A summary of the requested Change Orders is as follows:

Ratification of Change Order No. 9:

This change order was for extra work involved with the removal and disposal of duct bank and concrete at Park Blvd and J St., additional traffic control flagmen, grinding at 1st Ave and C St., additional rail and insulated joint installation at the Interstate 8 off-ramp, and installation of an asphalt ramp at Lemon Grove Depot Station. The total cost of this amendment was $94,683.01.

Ratification of Change Order No. 10:

This change order was for the installation of impedance bonds located at the Massachusetts Ave vehicular crossing, reduction of sidewalk installation, and elimination of the underdrain installation. The total cost deduction of this amendment is $10,506.23.

Change Order No. 11:

This change order is for the replacement of timber ties with 247 MTS-furnished ties at three locations, reduction of 10,492 track feet of surfacing, top ballast, destressing

between 69th Street and Massachusetts Ave., and an increase of three replacement rail plugs. The total cost of this amendment shall not exceed $74,087.08.

MTS Policy No. 41, "Signature Authority", specifically under Section 41.4.4, "Change Orders", permits the CEO to approve change orders under $100,000. As Change Orders 9 - 10 were cumulatively under $100,000, MTS's CEO executed the Change Orders.

Therefore, staff recommends that the MTS Board of Directors ratify previous Change Orders 9 - 10 (Attachments B and C) and authorize the CEO to execute Change Order 11 for the Orange Line Track Improvements.

/s/ Paul C. Jablonski
Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmts.com

Attachments: A. MTS Doc. No. PWL211.0-16, CCO #011
B. MTS Doc. No. PWL211.0-16, CCO #009
C. MTS Doc. No. PWL211.0-16, CCO #010

Metropolitan Transit System

CONSTRUCTION CHANGE ORDER

Project Name: **Orange Line Track Improvements** Date: **8/16/17**

To: **MTS** Contract Number: **PWL 211.0-16**

From *(Contractor)*: **Herzog** CCO Number: **011**

Description of Work

This change order is for the replacement of timber ties with 247 EA owner furnished concrete ties at three (3) EA bridge locations, the reduction of 10,492 TF of surfacing, top ballast, and destressing between 69th Street and Massachusetts Ave., and the increase of 3 EA rail plugs and additional rail to be replaced.

A. Contractor Cost of the Work

Payroll Costs (See attached supporting documentation.)	$ 166,017.19	
Materials (See attached supporting documentation.)	$ 19,929.06	
Material Tax	$ 1,594.32	
Equipment (See attached supporting documentation)	$ 69,155.94	
Consultant Costs (See attached supporting documentation.)	$ -	
Supplemental Costs (See attached supporting documentation.)	$ -	
Other - Subcontractor		
Other - Deduct BI #11	$ (220,332.00)	Subtotal A: $ 36,364.51

B. Subcontractor Cost of the Work

Payroll Costs (See attached supporting documentation.)	$ -	
Equipment (See attached supporting documentation.)	$ -	
Materials (See attached supporting documentation.)	$ -	
Consultant Costs (See attached supporting documentation.)	$ -	
Supplemental Costs (See attached supporting documentation.)	$ -	Subtotal B: $ -

C. Contractor Fee: (As per the Contract Documents)

Overhead and Profit on Labor and Material	15%	$ 27,891.94	
Overhead and Profit on Equipment	10%	$ 6,915.59	
Overhead and Profit on Subcontractors	5%	$ -	
Bonds and Insurance	1%	$ 2,915.03	
			Subtotal C: $ 37,722.56

Total = (A + B + C) Total: $ 74,087.08

Original Contract value: Base Bid $3,916,490 (+) Add Alternate $2,141,143 = $6,057,633	$	6,057,633.00
Adjustment by Change Order No. 1 through Change Order 10 (if applicable)	$	305,790.81
Adjustment by this Change Order	$	74,087.08
New Contract Amount Total:	$	6,437,510.89

The Contract Time due to this Change Order will be: ☐ Increased ☐ Decreased ☑ Unchanged by 16 days

Original Completion Date:	12/11/2017
Adjustment by Change Order No. 1 through Change Order 10 (if applicable)	16
Adjustment by this Change Order	0
New Completion Date	12/27/2017

Milestones Affected: *Add Descriptions of any milestones affected as a result of a change in services, term, and/or price*

Contractor Date: 8-16-17

MTS Chief Executive Officer Date:

Follow all applicable procedures and provide all appropriate documentation as required by the Contract Documents.

Metropolitan Transit System

CONSTRUCTION CHANGE ORDER

Project Name: Orange Line Track Improvements Date: 5/19/17

To: MTS Contract Number: PWL 211.0-16

From (Contractor): Herzog CCO Number: 009

Description of Work

This change order is for the extra work involved with the removal and disposal of ductbank and vaious concrete at Park Blvd and J St, the extra work involved supplying additional traffic control and grinding of asphalt at 1st Ave and C St, the extra work for additional rail and insulated joint installation at I-8 Off Ramp and the installation of an asphalt ramp at Lemon Grove Depot Station

A. Contractor Cost of the Work

Payroll Costs (See attached supporting documentation.)	$ 19,019.89	
Materials (See attached supporting documentation.)	$ 7,665.55	
Material Tax	$ 710.43	
Equipment (See attached supporting documentation)	$ 3,208.05	
Consultant Costs (See attached supporting documentation.)	$ -	
Supplemental Costs (See attached supporting documentation.)	$ -	
Other - Subcontractor	$ 56,046.61	
Other - describe services	$ -	Subtotal A: $ 86,650.53

B. Subcontractor Cost of the Work

Payroll Costs (See attached supporting documentation.)	$ -	
Equipment (See attached supporting documentation.)	$ -	
Materials (See attached supporting documentation.)	$ -	
Consultant Costs (See attached supporting documentation.)	$ -	
Supplemental Costs (See attached supporting documentation.)	$ -	Subtotal B: $ -

C. Contractor Fee: (As per the Contract Documents)

Overhead and Profit on Labor and Material	15%	$ 4,002.82
Overhead and Profit on Equipment	10%	$ 320.81
Overhead and Profit on Subcontractors	5%	$ 2,802.33
Bonds and Insurance	1%	$ 906.53

Subtotal C: $ 8,032.48

Total = (A + B + C) Total: $ 94,683.01

Original Contract value:		$ 3,916,490.00
Adjustment by Change Order No. 1 through Change Order 8 (if applicable)		$ 221,614.03
Adjustment by this Change Order		$ 94,683.01
New Contract Amount	Total	$ 4,232,787.04

The Contract Time due to this Change Order will be: Increased | Decreased | Unchanged | by 16 days

Original Completion Date:	6/10/2017
Adjustment by Change Order No. 1 through Change Order 8 (if applicable)	0
Adjustment by this Change Order	16
New Completion Date	6/26/2017

Milestones Affected: *Add Descriptions of any milestones affected as a result of a change in services, term, and/or price*

Contractor Date: 6-19-17

MTS Chief Executive Officer Date: 6-22-17

Follow all applicable procedures and provide all appropriate documentation as required by the Contract Documents.

Metropolitan Transit System

CONSTRUCTION CHANGE ORDER

Project Name: Orange Line Track Improvements
Date: 5/19/17

To: MTS
From (Contractor): Herzog
Contract Number: PWL 211.0-16
CCO Number: 010

Description of Work

This change order is for the extra work involved with assisting MTS personnel with the installation of impedance bonds located at Massachusetts Ave Vehicular Crossing, and the reduction of bid item #15 "Install Sidewalk, (4" PCCP)," and the elimination of bid item #17 "Install 6" Underdrain".

A. Contractor Cost of the Work

Payroll Costs (See attached supporting documentation.)	$ 3,531.91	
Materials (See attached supporting documentation.)	$ 2,563.89	
Material Tax	$ 83.31	
Equipment (See attached supporting documentation)	$ 770.59	
Consultant Costs (See attached supporting documentation.)	$ -	
Supplemental Costs (See attached supporting documentation.)	$ -	
Other - Subcontractor		
Other - Deduct Bl #15 and #17	$ (18,526.00)	
	Subtotal A:	$ (11,576.30)

B. Subcontractor Cost of the Work

Payroll Costs (See attached supporting documentation.)	$ -	
Equipment (See attached supporting documentation.)	$ -	
Materials (See attached supporting documentation.)	$ -	
Consultant Costs (See attached supporting documentation.)	$ -	
Supplemental Costs (See attached supporting documentation.)	$ -	
	Subtotal B:	$ -

C. Contractor Fee: (As per the Contract Documents)

Overhead and Profit on Labor and Material	15%	$ 914.37
Overhead and Profit on Equipment	10%	$ 77.06
Overhead and Profit on Subcontractors	5%	$ -
Bonds and Insurance	1%	$ 78.64
	Subtotal C:	$ 1,070.07
Total = (A + B + C)	Total:	$ (10,506.23)

Original Contract value: Base Bid $3,916,490 (+) Add Alternate $2,141,143 = $6,057,633	$ 6,057,633.00
Adjustment by Change Order No. 1 through Change Order 9 (if applicable)	$ 316,297.04
Adjustment by this Change Order	$ (10,506.23)
New Contract Amount Total	$ 6,363,423.81

The Contract Time due to this Change Order will be: ☐ Increased ☐ Decreased ☐ Unchanged by 16 days

Original Completion Date:	6/10/2017
Adjustment by Change Order No. 1 through Change Order 9 (if applicable)	16
Adjustment by this Change Order	0
New Completion Date	6/26/2017

Milestones Affected: *Add Descriptions of any milestones affected as a result of a change in services, term, and/or price*

Contractor — Date: 6-26-17

MTS Chief Executive Officer FOR — Date: 7.28.17

Follow all applicable procedures and provide all appropriate documentation as required by the Contract Documents.

Metropolitan Transit System

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Agenda Item No. 19

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

September 21, 2017

SUBJECT:

DESERT LINE LEASE AND OPERATING AGREEMENT: AMENDED AND RESTATED BJRR-SDAE-MTS DESERT LINE LEASE AND OPERATING AGREEMENT

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute an Amended and Restated Desert Line Lease and Operating Agreement by and between Baja California Rail Road, Inc. (BJRR), San Diego & Arizona Eastern Railroad (SDAE), and MTS (MTS Doc. No. S200-13-560.4)(in substantially the same format as Attachment A).

Budget Impact

To date, MTS has received Desert Line lease payments of $500,000 semi-annually since January 1, 2013, for a total of $5 million. Based on MTS's conservative budgeting practices, these funds are not budgeted until received. The new BJRR Lease will restart the term of the 99 year lease, under which MTS/SDAE will receive a minimum of $1,000,000 per year in rent, or 7% of gross freight revenue, whichever is greater. In the event a customs inspection facility is not approved, the rent payments under the lease will be temporarily tolled.

DISCUSSION:

On December 20, 2012, MTS[1] entered into a 99-year lease with Pacific Imperial Railroad, Inc. (PIR) for the repair, reconstruction and renewed freight railroad operations on the 70-mile railroad right-of-way called the "Desert Line". The Desert Line is the US-

[1] MTS owns the Desert Line through its wholly-owned subsidiary, San Diego & Arizona Eastern Railroad (SDAE). Today's Board action would authorize the CEO to execute the amended and restated lease on behalf of both MTS and SDAE.

portion of a binational railroad constructed between Tijuana and San Diego by John D. Spreckels from 1907 to 1919.

Between January 2013 and June 2016, PIR made efforts to raise the capital funds necessary to repair the Desert Line's 57 bridges, 17 tunnels and 70 miles of track. On May 31 2016, PIR reached an agreement with its counterpart in Mexico, BJRR, to fund, repair and operate the first 60 miles of the Desert Line. The MTS Board consented to this PIR-BJRR sublease on June 9, 2016 (AI 31).

On October 13, 2016, as a consequence of various shareholder and creditor disputes which impacted PIR's ability to raise additional funds for its planned intermodal facility and the repairs needed for the last 10 miles of the Desert Line track, PIR filed a petition for bankruptcy. The bankruptcy court oversaw a sale of PIR's assets for the benefit of PIR's creditors. This included a sale of the Desert Line Lease with MTS. On April 13, 2017 (AI 31), the Board consented to the assignment of the lease to BJRR. At that time, staff informed the Board that MTS would be negotiating an amended and restated lease with BJRR to supersede both the master lease and the sublease, creating one operative agreement between MTS and BJRR including extended milestones that more realistically address the construction timelines and other regulatory approvals (e.g., border inspection facility construction and operating approval with the United States and Mexican departments of customs and border inspections) that will be required before freight railroad traffic can re-commence on this binational railroad.

Today's action would authorize the CEO to execute a new lease with BJRR. The amended lease retains the material terms and conditions of the original master lease, with the following exceptions:

1. Term. Restarts 99 year term. The amended lease would run through 2116.

2. Compensation. No major changes. Deleted provisions regarding "collateral revenue" and instead included clarifying language regarding this issue. Escalates minimum payment beginning five years after Customs Inspection Facility Approval.

3. Repair Timeline. Separates reconstruction into three major segments. Repair deadlines do not begin to run until after Customs Inspection Facility Approval. Phase 1 (Division to Jacumba): 18 months after approval; Phase 2 (Dos Cabesas to Plaster City): 36 months after approval; and Phase 3 (Jacumba to Dos Cabesas): 54 months after approval. Minor changes to repair standards were made to designate that the repairs must simply meet federal standards for the type of freight service that BJRR will conduct, instead of including specific levels that might not be necessary for a certain type of service.

4. Customs Inspection Facility Approval. MTS and BJRR recognize that the major non-MTS discretionary approval needed for this project is the approval of the US and Mexican governments to construct and staff a customs inspection facility at the railroad border crossing. Without this approval, the project is not economically viable. MTS and BJRR staff are working to prepare a proposal for an inspection facility at or near the border tunnel. Under the proposed amended lease, the lease terms continue during the normal due diligence and processing period for the customs inspection facility. However, if the US or Mexico government refuse to approve the construction and operation of a customs inspection facility at this location, which would prevent freight from being transported through the border tunnel, then under the terms and conditions of

the amended lease, the obligation to pay rent would be tolled during this period. The parties would re-evaluate the status of the government(s)' rejection every six months.

5. Insurance Limits. The original agreement included limits of $100 million once operations commence. The amended lease would set the limits at $25 million before operations and $50 million after operations. MTS would have the right to increase the limits if circumstances change (e.g., accident history, passage of time, other safety or liability considerations, type of freight transported). A review of industry standards and limits showed that most short line operators carry between $15 million and $25 million in limits. The higher limit of $50 million takes into consideration concerns about MTS being at risk in a large incident, while maintaining a reasonable correlation to standard industry practices.

6. Reservation of Passenger Service Rights. The original agreement reserves to MTS passenger rights and associated dispatching authority. In recognition of the significant investment BJRR will be required to make to bring the line up to operational condition, the amended lease maintains the reservation of passenger rights, but waives dispatching authority. It also limits MTS's right to commence passenger service so that it cannot impair freight service levels or the types of freight cars or commodities that can be transported. If infrastructure and capacity improvements are necessary to allow joint use of the Desert Line by MTS and BJRR, then MTS would be required to fund and construct such improvements before commencing passenger service.

7. Confidential BJRR Records. The amended lease also makes clarifying changes to the audit provisions. New language recognizes that financial records MTS may review or audit to confirm compliance with the lease may be confidential and proprietary to BJRR. Such records would remain confidential and access would be restricted to the auditors, except as required to communicate the findings of an audit.

Therefore, staff recommends that the Board authorize the CEO to execute the Amended and Restated Desert Line Lease and Operating Agreement by and between BJRR and MTS/SDAE (substantially in conformance to Attachment A).

/s/ Paul C. Jablonski
Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmts.com

Attachment: A. Draft Amended and Restated Desert Line Lease and Operating Agreement (MTS Doc. No. S200-13-560.4)

AMENDED AND RESTATED
DESERT LINE LEASE AND OPERATING AGREEMENT

THIS AMENDED AND RESTATED LEASE AND OPERATING AGREEMENT ("Lease" or "Agreement") is dated as of this 20th day of July, 2017 ("Effective Date"), by and among Baja California Rail Road, Inc. ("BJRR"), a California corporation with principal offices and place of business in San Diego County, California; San Diego Metropolitan Transit Development Board also known as the San Diego Metropolitan Transit System ("MTS"), a California public agency created pursuant to Public Utilities Code sections 120000 *et seq.*, with principal offices and place of business in San Diego, California; and San Diego and Arizona Eastern Railway Company ("SD&AE"), a Nevada nonprofit corporation wholly owned by MTS. BJRR, SD&AE, and MTS may hereinafter be referred to collectively as the "parties", or individually as a "party" hereto.

This Agreement has been amended on July 16, 2015 and June 9, 2016. In addition, on June 9, 2016, MTS and SD&AE consented to a sublease between Pacific Imperial Railroad, Inc. (PIR), the original lessee under the Agreement, and BJRR. This Amended and Restated Agreement amends and replaces all prior versions of the Agreement and terminates the PIR-BJRR sublease dated May 31, 2016. This Agreement is the operative document defining the Desert Line Lease and Operating Rights granted by MTS and SD&AE to BJRR.

RECITALS

A. MTS is the sole member of SD&AE;

B. MTS, through land holding company SD&AE, owns the Desert Line railroad right of way stretching approximately 70 miles from Mileposts 59.6 at or near the U.S. Border in Division, California to Milepost 130.0 at Plaster City, California ("Desert Line");

C. The MTS Board of Directors is the final decision maker for all matters related to use of its SD&AE right-of-way;

D. On December 21, 2012, PIR and MTS / SD&AE entered into a 99-year lease of the Desert Line (MTS Lease);

E. BJRR operates on the Tijuana-Tecate short line railroad through a contract with the Government of Baja California. Baja California Railroad S.A. de C.V., a company organized under the laws of Mexico, is jointly responsible in the Governent of Baja California contract for compliance purposes;

F. BJRR, on May 31, 2016, BJRR and PIR executed a sublease for the western 60 miles of the Desert Line;

G. On or about October 13, 2016, PIR filed for a petition for relief under Chapter 11 of the Bankruptcy Code (US Bankruptcy Court, S.D. Cal, Case No. 16-06253-LT11)("PIR Bankruptcy");

H. In an order entered March 30, 2017, the bankruptcy court approved the sale of PIR assets, including the Lease, to International Transportation Association LLC, a Nevada limited liability company ("ITA"), subject to the consent of MTS;

I. ITA is an entity in which BJRR holds a 50% interest and BJRR's Chief Financial Officer, Manuel Hernandez, Jr. holds a 50%;

J. ITA has assigned its rights to the MTS Lease under the Sale Order to BJRR;

K. At its duly noticed Board meeting on April 13, 2017, MTS, on behalf of itself and its wholly-owned subsidiary, SD&AE, took action to approve the assignment of the PIR Lease to ITA and/or BJRR, and to revise the milestone deadlines as further described herein; and

L. MTS, SD&AE and BJRR desire to merge this Agreement, as amended herein, and the BJRR-PIR Sublease, and to have this Amended and Restated Desert Line Operating Agreement dated July 20, 2017 be the complete agreement between MTS, SDA&E and BJRR as it relates to the Desert Line.

AGREEMENT

NOW THEREFORE, for good and valuable consideration, including the mutual covenants and promises herein contained, and for other consideration, the receipt and sufficiency of which are hereby acknowledged to be adequate, intending to be legally bound hereby, the parties hereby agree as follows:

1. TERM / PERFORMANCE MILESTONES

1.1. Term. Subject to the Performance Milestone Requirements set forth in Section 1.2 below and MTS's right to terminate this Lease and require BJRR to discontinue operations BJRR shall have a ninety-nine (99) year term to provide freight rail service on the Desert Line, beginning upon the date hereof and ending on July 19, 2116. Notwithstanding this term of ninety-nine (99) years, MTS and BJRR expressly acknowledge that the purpose of this Lease is to provide for the repair and rebuilding of the Desert Line, and ultimately to resume freight service upon the Desert Line for the benefit of local, state, federal and international commerce. Therefore, an express prerequisite for BJRR receiving the full ninety-nine (99) year term is that BJRR meet the Performance Milestones established herein. In the event BJRR fails to meet a specific milestone, then MTS shall have the right, in its sole and absolute discretion, to declare BJRR in default and terminate this Agreement pursuant to Section 8 hereof. In the alternative, the parties may mutually agree to extend a particular Performance Milestone. Extension of any Performance Milestone shall be by written amendment to this Agreement.

1.2. Performance Milestone Requirements.

1.2.1. Submittal of Business Plan to MTS. The Business Plan described in Section 3.2 shall be submitted to MTS for review and approval no later than 30 days from the Effective Date of this Lease.

1.2.2. Desert Line Reconstruction Plan. The Desert Line Reconstruction Plan ("DLRP") for the first phase of construction described in Section 3.3 shall be submitted to MTS for review and approval no later than 90 days from the Customs Inspection Facility Approval Date as defined in Section 1.2.8. No repairs, including the Initial Repairs, shall be commenced until MTS has approved the DLRP. BJRR may, at its option, submit the DLRP to MTS according to the stages set forth in Section 3.3. If BJRR elects to submit its DLRP in stages, then the next phase's plan shall be submitted to MTS for review no later than 120 days before the scheduled completion date for the previous construction phase. BJRR may not commence with pursuing a specific Performance Milestone unless and until the DLRP for that stage has been approved by MTS.

1.2.3. Reconstruction Work. Repairs and reconstruction necessary to meet the standards set by Section 3.3, and any additional repairs necessary to meet Federal Railroad Administration ("FRA") requirements for the type of freight BJRR intends to carry, shall be completed at BJRR's sole cost, according to the schedule set forth below (collectively referred to as "Repairs"). The Repairs shall be inspected and approved by an independent structural and track engineer and subjected to ultrasonic rail flaw detection, loaded gauge, and track geometry testing by a contractor approved by MTS before test train or revenue operations may begin.

1.2.3.1. Phase I - Repairs between MP 59.60 and MP 92.9, approximately 33 miles of track, rail, ballast, and bridges between Division and Jacumba shall be repaired consistent with the approved DLRP. This Phase I Repair work shall be completed no later than eighteen (18) months after the Customs Inspection Facility Approval Date.

1.2.3.2. Phase II - Repairs between MP 109.7 and MP 129.61, approximately 20 miles of track, rail, ballast, and bridges between Dos Cabesas and Plaster City, shall be repaired consistent with the approved DLRP. The Phase II Repair work shall be completed no later than thirty-six (36) months after the Customs Inspection Facility Approval Date.

1.2.3.3. Phase III - Repairs between MP 92.9 and MP 109.7, approximately 17 miles of track, rail, ballast, and bridges between Jacumba and Dos Cabesas shall be repaired consistent

with the approved DLRP. This Phase III Repair work shall be completed no later than fifty-four (54) months after the Customs Inspection Facility Approval Date.

1.2.4. Test Train Inspections. No revenue service operations may begin until and unless the repaired segment of railroad has passed Test Train Inspections consisting of, at a minimum, a single locomotive plus three loaded rail cars over the repaired segment. Test Train Inspections shall be overseen by an independent structural and track engineer approved by MTS.

1.2.5. Operating Plan. Revenue Operations pursuant to Section 1.2.6, shall not commence until MTS has approved the Operating Plan required by Section 3.4.

1.2.6. Revenue Operations. Revenue Operations shall consist of operating over the Desert Line, at a time in which repairs and/or maintenance shall be consistent to meet applicable FRA track safety standards, and BJRR shall commence freight service on the Desert Line sufficient to insure an uninterrupted and efficient flow of freight shipments in an economically viable transportation mode, subject to normal closures due to renovation, repairs and maintenance. No hazardous materials may be transported over the Desert Line unless it meets applicable FRA Track standards for such materials, with no exceptions.

1.2.7. FRA Track Safety Standards. Qualification for the Class of Track to a particular FRA Track Safety Standard shall be independently verified by a construction or engineering firm capable of rendering such a report and approved by MTS. MTS shall also have the right to approve or reject the independent inspector assigned this duty. The results of any ultrasonic rail flaw detection, loaded gauge, and track geometry testing conducted pursuant to this Section 1.2 shall be to the satisfaction of MTS or SD&AE shall have the right to terminate this Lease.

1.2.8. United States and Mexico Customs Inspection Facilities. MTS acknowledges and agrees that BJRR shall operate the Desert Line as a binational freight line, with connecting origin and destination points in the United States and Mexico. Freight traffic on the line will cross the international border at Division, CA and will require the construction and operation of a customs inspection facility ("Customs Inspection Facility"). The construction and operation of the Customs Inspection Facility is subject to the approval of the United States and Mexican federal governments ("Government Approval"). If approved, the Customs Inspection Facility will be operated on the Mexican side of the international border by the United States government, provided that the Mexican government grants its approval and BJRR funds the operational costs. MTS and BJRR are jointly preparing a proposal to be submitted to

the applicable U.S. and Mexican government authorities for Government Approval and operation of the Customs Inspection Facility on land owned by BJRR in Mexico. MTS and BJRR recognize that processing a request for Government Approval will require due diligence and continued efforts, and the time in which Government Approval can be obtained is unknown. The performance milestone deadlines set forth in this Section 1.2 shall not begin to run until BJRR has received Government Approval ("Customs Inspection Facility Approval Date"). The Customs Inspection Facility Approval Date shall be the date of the last required discretionary approval to construct the proposed joint inspection facility, which date shall be mutually agreed to by MTS and BJRR.

2. CONSIDERATION

2.1. Rent/Lease Revenue. BJRR shall pay rent to MTS as follows:

2.1.1. By January 1, 2018, a lump sum payment of $500,000. Semiannually thereafter, until Revenue Operations begin pursuant to Section 1.2.6, BJRR shall pay MTS an additional $500,000, or a pro-rata portion thereof.

2.1.2. For purposes of determining freight operating revenues hereunder, all freight revenues attributable to the movement of freight over the Desert Line shall constitute freight operating revenues. BJRR shall not manipulate freight revenues, contracts, or tariffs so as to assign additional revenue to the Mexico portion of the railroad and unreasonably diminish freight revenue attributable to the Desert Line. Unless MTS and BJRR mutually agree to a different calculation method, the combined gross freight revenues attributed to a movement of freight that travels over both the Desert Line and the Mexico Line shall be assigned on a pro-rata mileage basis. Once operations commence, then the parties shall, in good faith, agree to the final potential charges/revenue categories and allocation of those revenues between the Desert Line and the Mexico Line.

2.1.3. Upon commencement of Revenue Operations, as defined in Section 1.2.6 above, BJRR's payments to MTS pursuant to Section 2.1.1 shall increase to 7% of BJRR"s gross freight revenue, or the minimum quarterly payment set forth in Section 2.1.3.1, whichever is greater.

2.1.3.1. Under no circumstances shall each quarterly payment to MTS be less than $250,000. Starting five (5) years after the Customs Inspection Facility Approval Date, this minimum payment shall be increased by 5% every five years.

2.1 Right of First Refusal to Purchase. Should MTS, during the lease term (or any extension thereof), elect to sell all or any portion of the leased premises (separately or as a part of the larger parcel of which the leased premises are a part), BJRR shall

have the right of first refusal to meet any bona fide offer of sale on the same terms and conditions of such offer, and on failure to meet such bona fide offer within sixty (60) days after written notice thereof from MTS, MTS shall be free to sell the leased premises or any portion so designated in the proposal, to such third person in accordance with the terms and conditions of the offer. Should the terms in the offer change from the bona fide purchaser, then in that event BJRR shall be given an additional notice period as provided herein above to meet such offer.

3. BJRR RIGHT TO OPERATE DESERT LINE

3.1. Exclusive Operating Right. MTS hereby grants BJRR the exclusive right to operate freight services along the Desert Line. All BJRR freight operations shall be based upon an MTS-approved Business Plan. The Business Plan shall be updated whenever material changes are proposed, but no less than every five (5) years.

3.2. Business Plan. The Desert Line Business Plan shall include the following components: Executive Summary, Proposed Make Up of Initial Management Team, Financing Plan, Marketing Plan, Strategy & Implementation Plan, Desert Line Reconstruction Plan (see §3.3) and Operating Plan (see § 3.4). MTS staff and/or designated consultants shall have the right to review and approve the Desert Line Business Plan. If deficiencies are identified by MTS, BJRR shall correct the deficiencies and submit a revised Business Plan to MTS for review and approval. The Business Plan shall recognized as a confidential and proprietary document owned by BJRR and shall not be subject to disclosure to third parties without the express written consent of BJRR, unless required by law.

3.2.1. The Business Plan submitted to MTS pursuant to Section 1.2.1 shall include the following elements:

3.2.1.1. Executive Summary. A brief summary of the overall plan to develop and operate the Desert Line.

3.2.1.2. Proposed Make Up of Management Team. Identify key personnel who will develop and operate the Desert Line. To the extent a specific management team member has not been identified or hired, the plan should describe the essential job functions and qualifications for each open position.

3.2.1.3. Financing Plan. The Financing Plan, at a minimum, shall include an existing description of BJRR's assets and cash flow, sources of capital and/or financing, and the plan and status of obtaining outside funding to complete each stage of the Performance Milestones set forth in Section 1.2.

3.2.1.4. Marketing Plan. The Marketing Plan, at a minimum, shall describe BJRR's plan to attract customers, including a description

of each potential customer and anticipated freight volume, revenue estimated, and a proposed schedule for service to begin.

3.2.1.5. Strategy & Implementation Plan. The Strategy & Implementation Plan, at a minimum, shall include the steps BJRR must take to reach each stage of the Performance Milestones set forth in Section 1.2, and BJRR's plan for meeting each stage in a timely manner. The plan shall also include a description and plan to achieve BJRR's long-term goals for the Desert Line, including any related development of freight lines in Mexico.

3.3. Desert Line Reconstruction Plan. The Desert Line Reconstruction Plan (DLRP) required in Section 1.2.2 shall include, at a minimum, a detailed schedule and description of the work to be completed prior to and in conjunction with each stage of construction.

3.3.1. The DLRP shall be at a minimum: (a) update the October 2007 Osmose Services Bridge Report, (b) repair and/or remediate the deficiencies identified in the Osmose Services Bridge Report, (c) commission a study of the tunnel and track conditions on the Desert Line including ultrasonic rail flaw, loaded gauge, track geometry and tunnel clearance testing by a contractor approved by MTS, and (d) repair and/or remediate any track or tunnel deficiencies identified through such testing. If additional repairs or modifications beyond those in the DLRP are planned for the Desert Line infrastructure or later required in order to bring BJRR into compliance with this Lease, BJRR shall submit such plans to MTS for review and approval. The DLRP shall ensure that the Desert Line bridges meet Cooper Loading System standards based on maximum axle loading for the freight to be carried by BJRR.

3.4. Operating Plan. The Operating Plan required by Section 1.2.5 shall include the following elements:

3.4.1. Personnel & Staffing Plan. BJRR will provide such personnel as shall be necessary to perform its obligations hereunder, and will maintain a business office in San Diego County, California. BJRR shall identify the principal persons to manage this operation. Such principal personnel and any future substitutes shall meet generally accepted criteria of experience and qualifications for short line railroad operations of the type and scope contemplated by this Agreement.

3.4.2. Revenue Estimates. Revenue estimates shall be provided with a year-by-year analysis for the first five years of this Agreement, and shall be updated every year thereafter.

3.4.3. Operating Rules. BJRR shall develop and submit to MTS for approval a set of General Code of Operating Rules ("GCOR"), similar to the GCORs

adopted by other freight rail carriers in the same class of carriers as BJRR. The GCOR shall cover such topics as employee responsibilities, signaling equipment, procedures for safe train movement, dealing with accidents and other topics that directly and indirectly affect railroad safety.

3.4.4. Maintenance of Way Plan. BJRR shall develop and submit to MTS for approval a Maintenance of Way Plan identifying scheduled inspection, repair, maintenance work, and projects to be undertaken by BJRR, and detailing BJRR's specific maintenance schedule for accomplishing such work and projects during the Term. The plan shall address rail maintenance activities including but not limited to Rail Grinding, Rail Transposition, Rail Slotting, Rail Surface Welding Repair, Rail Joint Elimination and Rail Cascading. BJRR shall update such plans on an annual basis not later than thirty (30) days prior to the anniversary date of the initial plan submittal and submit to the MTS for approval. In addition, MTS may request changes to any such Maintenance Of Way plans in order to maintain compliance with state and federal rules for operating a railroad of similar size, scope, and classification as BJRR, and BJRR shall make and agree to implement such proposed changes.

3.4.5. Safety & Security Plans. BJRR shall establish MTS-approved Safety & Security Program Plans. The Safety Plan shall include Roadway Worker Safety and all other FRA mandatory training based on applicable FRA, STB, CPUC, and MTS regulations, ordinances, standards and guidelines, which will identify, eliminate, minimize, and control safety hazards and their attendant risks. The Security Plan shall provide for, without limitation, e-RailSafe employee verification, an identification badge system for BJRR employees; a vehicle control system for BJRR employee vehicles on the Service Property; and a plan for restricting access to facilities. Such plans shall meet all applicable federal and other legal requirements and regulations, and must be provided to MTS no less than sixty (60) calendar days before the Maintenance Commencement Date. MTS shall review such plan, and shall either accept the plan or shall, within thirty (30) calendar days, direct BJRR to revise such plan. BJRR shall revise such plan accordingly within thirty (30) calendar days of receipt of such revisions from MTS.

3.4.6. Anti-Smuggling & Customs Enforcement Plan. BJRR shall develop a plan to fully comply with federal laws in Title 18, Chapters 27 (Smuggling) & 77 (Human Trafficking) and Title 8, Sections §§1321-1324 (Aliens) of the United States Code.

3.4.7. Homeland Security Plan. BJRR shall develop a plan to monitor and protect the Desert Line from vandalism, terrorism and other threats. The Homeland Security Plan shall require reporting of any threat or potential threat to the MTS Chief of Police within twelve (12) hours. BJRR shall be

responsible for providing security for the Desert Line facilities. To the extent BJRR establishes a law enforcement force, the jurisdiction for BJRR law enforcement shall only extend to the Desert Line. MTS, through its Chief of Police, shall have the right, but not the obligation, to assert jurisdiction to investigate and respond to an incident on the Desert Line. In the event MTS exercises this right, all BJRR law enforcement personnel shall be subordinate to the MTS Chief of Police.

3.4.8. The Operating Plan shall ensure that BJRR's freight operations comply with 49 C.F.R. Part 200 through 299 and applicable Surface Transportation Board (STB) and Association of American Railroads (AAR) rules.

4. RIGHTS & OBLIGATIONS OF BJRR

4.1. Right to Provide Freight Railroad Service. Beginning on the Effective Date and throughout the term of this Lease, subject to compliance with the terms and conditions of this Agreement, MTS hereby grants and BJRR hereby acquires and assumes the exclusive right to provide freight rail transportation service on the Desert Line, and to lease or sublease the rail line in accordance with the provisions of this agreement to provide the common carrier obligation for rail freight service on the Desert Line.

4.2. Common Carrier Service. BJRR shall provide service only as a common carrier with the power to establish through routes, make and collect rates, and enter into contracts with customers subject to the provisions of divisions or handling line agreements with connecting carriers.

4.2.1. Frequency. BJRR shall provide service "on demand" with a frequency no less than once per week or as otherwise set forth in a MTS-approved Operating Plan. Subject to agreement between the parties and connecting railroads, BJRR shall publish tariffs, enter into rail transportation agreements, and shall be entitled to bill and collect all rates on intraline and interline traffic and all revenues received from connecting railroads on interline traffic whether though divisions, handling line agreements, or other arrangements.

4.2.2. Nondiscrimination. BJRR shall not discriminate unreasonably with respect to rates, transportation, and services against any shipper and shall provide transportation or service on reasonable request.

4.3. Rights Not Transferred to BJRR. The rights granted to BJRR in this Agreement shall not include mineral or mining rights of any kind. All mineral and mining rights, including the right to mine sand along the Desert Line right-of-way and all revenue from any mineral or mining rights are expressly retained by MTS or its

predecessors-in-interest. Any movements of sand necessary for the maintenance work set forth in Section 4.5.2 shall be pre-approved by MTS.

4.3.1. Collateral Revenue. Collateral Revenue is defined as all revenue generated from the sale of products, including but not limited to; mineral rights, sand and gravel that is mined on site, wind power, solar power, utility corridors (see Section 7.6) and advertising such as billboards located on the Desert Line right-of-way. MTS expressly reserves the right to directly enter into Collateral Revenue agreements related to the Desert Line right-of way corridor so long as the uses:

4.3.1.1. Are not the type typically performed as part of a full service short line freight and intermodal transportation provider,

4.3.1.2. Do not unreasonably interfere with or impair BJRR's freight operations; and

4.3.1.3. Do not increase BJRR's operating, capital or maintenance costs.

4.3.2. What is Not Collateral Revenue. This reservation of Collateral Revenue Rights by MTS does not restrict BJRR from entering into customer service agreements and/or offering various services to freight railroad customers as part of a full-service freight railroad and intermodal operation. Such services may be entered into in the normal course of BJRR's business operations, without the requirement of express approval by MTS. Any revenue derived from such operations is subject to the percentage rent provision in Section 2.1.3.

4.4. Rates, Charges, Divisions, Revenues. BJRR shall commence and use its best efforts to negotiate appropriate rates, charges and divisions for the shipment of goods over the Desert Line and obtain shipper commitments for future shipments of bulk commodities.

4.4.1. Tariffs, Rates, & Revenues. So long as it is not in default, BJRR shall have the exclusive right and obligation in the name of, and on behalf of MTS, to file with appropriate governmental agencies and to adopt and negotiate, modify existing tariffs, rates, and charges for the shipment of goods over the Desert Line, and shall be solely responsible for collecting those rates from its customers and for payment of fees to other connecting carriers.

4.4.2. Freight Commitments Progress Reports. Upon commencement of Limited Operations as defined herein, BJRR shall advise MTS on a quarterly (45 days after the end of each Quarter) basis of its progress in obtaining commitments for sufficient operating revenues to meet operating expenses projected.

4.4.3. Economic Viability. BJRR shall take all actions necessary for and commence operations of such through service on the Desert Line at such time as BJRR determines that the commencement of operations appears economically viable considering progress made in obtaining funds to reimburse part or all of BJRR's expenses in opening the Desert Line and the time period reasonably necessary to amortize any expense of BJRR incurred and not reimbursed from other sources.

4.4.3.1. The economic viability of operation of through service on the line is a factor of capital and operating costs including lease payments as well as operating revenue based upon rates, charges and divisions and car loads. The determination of economic viability is not contingent upon a projection of any specific level of profits or losses by BJRR.

4.4.3.2. Except for the limited exception set forth in Section 8.4, a decision by BJRR not to commence or continue operations on the Desert Line because of a lack of economic viability shall not impact or restrict MTS's right to terminate if BJRR fails to meet the Performance Milestone Requirements in Section 1.2.

4.5. Desert Line Management and Maintenance. BJRR or its approved sub-lessee or designee shall have exclusive control and responsibility in the management, maintenance, and operation of freight rail service on the Desert Line at BJRR's sole cost and expense.

4.5.1. Management. Upon the Effective Date hereof, MTS hereby grants to BJRR the right to manage the Desert Line. BJRR shall be responsible for the operating policies, billing rates, and scheduling of transportation over the Desert Line and the relationship with all shippers and connecting rail carriers. BJRR agrees to provide the following services as reasonably necessary for the efficient operation of the Desert Line and the transportation of freight:

4.5.1.1. Marketing. Actively promote and solicit additional shipments by rail, routine marketing consistent with the business plan of BJRR;

4.5.1.2. Employees and Labor Relations. BJRR shall ensure that all of its employees who shall operate its trains, locomotives, cars and equipment over the Leased Premises have received all necessary training, certification, and licensure required to operate in accordance with applicable Federal Railroad Administration ("FRA") rules and regulations and with all generally accepted industry standards, including those standards promulgated by the

AAR. BJRR shall be responsible for all labor relations matters, including any costs, related to its employees and/or its operations.

4.5.1.3. Operating Assignment of Cars and Crews. BJRR shall be responsible for the operating assignment of all cars and crews as relates to the Desert Line.

4.5.1.4. Dispatching of trains. Subject to dispatching with regard to all joint use facilities and operations pursuant to a joint use rule book promulgated by MTS (see Section 7.8), which directions and rule book shall not unduly interfere with BJRR's provision of adequate freight service, BJRR shall be responsible for dispatching on the Desert Line.

4.5.1.5. BJRR shall provide all equipment (locomotives, cars and other equipment and buildings or other structures within the Desert Line's right-of-way), maintenance, repair, car and locomotive supply, car repair and maintenance, and sufficient motive power, including fuel and supplies, and establishing a routine system in order to facilitate operations and compliance with industry rules, regulations and practices.

4.5.1.6. Subagreements. BJRR shall be responsible for negotiating directly with all connecting railroads with respect to switch charges, divisions of revenue, car hire agreements, interchange agreements, and clerical/data exchange agreements. BJRR may not, absent the written consent of MTS and only as consistent with this Lease, allow the use of the Desert Line by other railroads for rail freight operations, or enter into agreements with other railroads for such use.

4.5.1.7. Regional Cooperation. BJRR shall cooperate in all reasonable respects with BNSF, Union Pacific, the Mexican Government, Port of San Diego, San Diego & Imperial Valley Railroad, MTS, and other similar parties to insure an uninterrupted and efficient flow of freight shipments in an economically viable transportation mode as determined by MTS with the advice of BJRR.

4.5.2. Maintenance. BJRR shall maintain and safely operate adequate freight service on the Desert Line as provided herein. At minimum, BJRR shall maintain the Desert Line infrastructure according to the following standards:

4.5.2.1. General Maintenance, Inspection and Repair. Maintain the Desert Line in compliance with all state and federal statutes, rules and regulations, or as otherwise agreed to by the parties, and upon commencement of Limited Operations as defined in Section 1.2.6, maintain the track on Leased Premises to at least Class II standards, as defined by the Federal Railroad Administration ("FRA") track safety standards, at BJRR's own cost and expense and to a standard that is sufficient to continue rail freight service commensurate with the needs of the rail users located thereon, provided that if on the Effective Date the condition of any portion of the Leased Premises is better than Class II standards, that portion of the Leased Premises shall be maintained at no worse condition than exists on the Effective Date.

4.5.2.1.1. BJRR's obligations shall include routine inspection and maintenance of the Desert Line (including, but shall not be limited to, highway grade crossings, grade crossing signal protection devices, railroad bridges and trestles, culverts and other structures, signs, road crossing signals, crossings, lighting, sub-roadbed and all other improvements on the Desert Line.)

4.5.2.1.2. BJRR's maintenance obligations shall include vegetation control and removal of fire hazards consistent with California Department of Forestry and Fire Protection (Cal Fire) and other related requirements.

4.5.2.1.3. BJRR agrees that all grade crossings and grade crossing protection devices will be given a high priority in BJRR's maintenance program.

4.5.2.1.4. BJRR is expressly prohibited from adding, removing, or modifying any grade crossings (either public or private) or grade crossing protection devices on the Desert Line without prior written consent from MTS.

4.5.2.2. Excepted Track. No main line track may be maintained in an Excepted condition.

4.5.2.3. Encroachments. Protect the Desert Line against unauthorized encroachments or uses. Any unauthorized encroachments, uses or third-party damage to the Desert Line shall be reported to MTS as soon as reasonably practicable, but no later than ten (10) days, after BJRR is on notice of the unauthorized act. Depending

on the nature of the encroachment or unauthorized use, BJRR and MTS will mutually agree on which party will take the lead in removing the encroachment or unauthorized use. MTS retains the right to approve encroachments or crossings of the Desert Line right of way. MTS agrees to consult with BJRR concerning all crossing or related requests. No crossing will be granted if it materially impairs BJRR's operations. Any crossings granted will include protections for BJRR in the form of third party insurance and indemnification obligations.

5. RECORDKEEPING AND MTS AUDIT RIGHTS.

5.1. BJRR shall maintain books and records of all operations its conducts on the Desert Line, including revenue, expenses, shipper information, and any other records required by law. Subject to the scope and confidentiality protections set forth in Section 5.1.5, MTS shall have the right to inspect and audit the books and records of BJRR, pertaining to its operations on the Desert Line, at all reasonable times.

5.1.1. Accounting & Reporting. BJRR shall report and pay directly to owners of any cars for all mileage and per diem accruing by way of BJRR's use of such cars. BJRR agrees that it is a signatory to the American Association of Railroads ("AAR") for reporting purposes, and shall abide by AAR rules and regulations. BJRR shall indemnify and hold MTS and MTS (including its subsidiaries) harmless from any and all liability or claim for such charges.

5.1.2. Periodic Reports to MTS. Copies of unaudited financial reports identifying BJRR's gross revenue for the Desert Line, prepared in the normal course of BJRR's business, shall be provided to MTS on a quarterly basis, submitted to MTS no later than 45 days after the end of each quarter, commencing with the first quarter report following commencement of Revenue Operations as defined in Section 1.2.4 above. Copies of reviewed annual financial statements, reviewed by an independent accounting firm, shall be submitted to MTS no later than 90 days after the end of each year end, commencing with the first year end after commencement of Revenue Operations as defined in Section 1.2.4 above. MTS shall take the same precautions to protect the confidentiality of non-public financial information provided under this Section that it uses to protect its own confidential non-public financial information. Failure to provide these periodic reports to MTS will constitute default or breach under the Lease Agreement in addition to financial penalties under state and federal law.

5.1.3. Reports of Agency Contacts. BJRR shall make timely and accurate reports to all Mexican, federal, state and local regulatory and safety agencies having jurisdiction over BJRR's activities and file with MTS one copy of every report filled with a Mexican, federal, state or local regulatory or safety agency at the same time such report is filled with any such agency. To the extent such reports are in Spanish, if requested by MTS, BJRR shall provide a full and complete English translation to MTS.

5.1.4. Quarterly Reports to SD&AE Board. BJRR shall report at each meeting of the Board of Directors of SD&AE, orally and/or in writing, on the operations of the Desert Line. Included in the report shall be a discussion of those items listed in Section 4.5 of this Agreement and the status of matters in the areas of labor, shippers, or with railroad maintenance. A summary of freight traffic lost and gained during the quarter shall be included. The report should be concluded with a summary of the expectations of BJRR on continued operations.

5.1.5. Confidentiality of BJRR Financial Records and Scope of MTS Audit Rights. MTS recognizes that certain BJRR financial records, including budget and expense information, is confidential and proprietary information belonging to BJRR. In the event an MTS-initiated audit requires the review of such records, MTS agrees to restrict access to such information to MTS executive management, the assigned auditors and only such other persons who have a legitimate need-to-know. No such information will be disclosed to third parties, except as necessary to communicate the audit findings. MTS and BJRR shall meet and confer and agree on the scope of any audit, including the necessary information and records MTS needs access to during the performance of the audit. The focus of any financial audit by MTS shall be limited to compliance by BJRR with the terms and conditions of this Agreement.

6. BJRR COMPLIANCE WITH LAWS

6.1. Local, State and Federal Laws. BJRR shall comply with all local, state, and federal laws and regulations applicable to its operations and capital projects, inclusive of but not limited to rules as promulgated by the Federal Railroad Administration and the Surface Transportation Board.

6.2. FELA, Railway Labor Act, Federal Locomotive Inspection Act. BJRR shall comply with the provisions of the Federal Railroad Safety Act (as amended), Federal Locomotive Inspection Act and the Federal Safety Appliance Act, as amended, and any other federal, state, and local laws, regulations or rules, applicable to the operation, condition, inspection, or safety of its trains, locomotives, cars, and equipment while such trains, locomotives, cars and equipment are being operated The Desert Line. BJRR shall further indemnify, protect, defend, and hold harmless MTS and MTS from and against all fines, penalties, and liabilities imposed upon any party or its parent corporation,

subsidiaries or affiliates, or their respective directors, officers, agents and employees under such laws, rules, and regulations by any public authority or court having jurisdiction in or over the Desert Line, to the extent attributable to any failure of BJRR to comply with its obligations in this regard. BJRR shall not provide any car cleaning, or transload or remove any Hazardous Materials (as defined in Section 9.3) from any cars on the Leased Premises, including but not limited to cleaning removal of residue material in any tank cars, without MTS's prior written consent.

6.3. Taxes & Fees. BJRR shall be responsible for and pay all taxes due and payable by it as a result of its performance of its obligations hereunder, including, without limitation, all federal, state, and local taxes or fees. MTS and MTS shall be held harmless from, indemnified against, and defended against all claims and liabilities with regard thereto.

6.4. Regulatory STB/MTS Approval. Except in the case of a termination of this Lease, an emergency, or a lawful embargo, BJRR agrees not to suspend or discontinue any operations provided in this Lease, and, if such operations are subject to Surface Transportation Board ("STB") jurisdiction, such operations shall not be discontinued, over all or any part of the Desert Line without first applying for and obtaining from the STB, MTS, and any other regulatory agency with jurisdiction, any necessary certificate of public convenience and necessity or other approvals or exemptions from regulation for such discontinuance of operations over the Desert Line. BJRR shall obtain all necessary regulatory approvals required to operate the Desert Line as a common carrier and shall solely be responsible for compliance with all federal, state, and local regulations, including, without limitation, those of the Federal Railroad Administration, Surface Transportation Board, and, as applicable, the State of California.

6.4.1. Six Months' Notice Prior to Suspension or Discontinuance. Except in the case of a termination of this Lease or an emergency, BJRR shall not suspend, discontinue or otherwise terminate operations on the Desert Line or take any action to obtain regulatory authority to discontinue operations on the Desert Line, without first giving MTS six (6) months advance written notice of BJRR's intent to do so. Notwithstanding BJRR's failure to obtain such approvals and provide such advance notice, BJRR will remove itself from the premises and will discontinue operations under this Agreement immediately upon termination or exBJRRation of this Agreement by MTS.

6.5. Environmental Laws. BJRR shall comply with all applicable ordinances, regulations, statutes, rules, decisions and orders (including, but not limited to, those relating to safety, rail operations, air and water quality, noise, hazardous substances and hazardous wastes) issued by any court or federal, state or local governmental entity, including without limitation, the federal Department of Transportation, the Federal Railroad Administration, the federal Environmental

Protection Agency, the California Environmental Quality Act (CEQA), and the National Environmental Policy Act (NEPA), ("Laws").

7. RIGHTS & OBLIGATIONS OF MTS

7.1. Reversion of Ownership. Upon a decision by BJRR to discontinue providing rail freight service, a failure by BJRR to exercise a renewal option, or termination of this Agreement pursuant to Section 8 hereof, exclusive operating rights on the Desert Line shall, subject to approval by the STB, or any successor thereto, revert to MTS as the owner of the Desert Line (the "residual common carrier obligation"). The residual common carrier obligation retained by MTS, and MTS's complete and exclusive ownership of the Desert Line includes the exclusive right to commence abandonment proceedings for the Desert Line or any portion thereof following the termination of this Agreement.

7.2. MTS Ownership. BJRR and MTS acknowledge and agree that MTS, through its ownership of SD&AE, has and shall continue to have during the term of this Agreement the complete and exclusive ownership of the Desert Line, including a residual common carrier obligation stemming from ownership of a line of railroad, and the exclusive right at MTS's sole discretion to commence abandonment proceedings for the Desert Line or any portion thereof following the termination of this Agreement. For all purposes relating to the ownership of the Desert Line, including all filings with or appearances before the STB or any other federal or state authority, MTS shall be shown as the owner of the Desert Line.

7.3. Right of Inspection. MTS and its agents or its authorized representatives, after three (3) days written prior notice to the BJRR (except in an emergency, which for purposes of this Section 7.3 shall mean an immediate risk to human life or of bodily injury or of material damage to the Desert Line), shall have the right to enter at all times the premises, workings or operations of BJRR in order to inspect and examine the same for the purpose of ascertaining the conditions of the operation, the methods of operation practiced or any other lawful purpose; provided, however, that such inspections shall not unreasonably interfere with BJRR's operations. Additionally, responsible officers of the BJRR shall be available to consult with MTS from time to time as may be necessary or required by MTS in order to advise MTS of ongoing activities and services performed by BJRR on the Desert Line. It is mutually understood and agreed that MTS's agents or authorized representatives, when in or on the Desert Line or any of BJRR's operations for any purpose, shall not be regarded under the law or otherwise as employees of the BJRR. During any such inspection, BJRR shall have the right to have appropriate personnel available to accompany the inspection party. In the event of a dispute between MTS and BJRR with respect to BJRR's fulfillment of its duties under Section 4.5.2 "Maintenance" it is agreed between the parties that an inspection by a qualified third party inspector agreed upon between the parties shall be arranged by the parties and such third party inspector shall inspect those

segments or portions of track in dispute and his findings in this regard shall be binding upon the parties. If the parties are unable to agree on a third party inspector, then the parties will engage an FRA inspector to resolve such dispute and his findings in this regard shall be binding upon the parties.

7.4. Joint Inspection. The parties shall, at least once annually, jointly inspect the Desert Line to determine whether the Desert Line has been maintained in accordance with Section 4.5.2 of this Agreement. MTS and its agents or its authorized representatives shall have the right to inspect, at other times determined by MTS and after three (3) days written prior notice to BJRR (except in an emergency, which for purposes of this Section 5.4 shall mean an immediate risk to human life or of bodily injury or of material damage to the Desert Line), the Desert Line to ascertain whether it has been properly maintained by the BJRR, provided, however, that such inspections shall not unreasonably interfere with the BJRR's operations. To assist MTS in its inspections, the BJRR shall provide MTS with copies of all FRA inspection reports within sixty (60) days of receipt. If MTS and BJRR disagree concerning the condition of the Desert Line or any determination by BJRR of the appropriate level of maintenance, it is agreed by the parties that an inspection by a qualified representative of the FRA shall be arranged and such representative shall inspect those segments or portions of track in dispute. The representative's findings in this regard shall be binding upon the parties.

7.5. Federal Assistance. If BJRR makes application for federal grant funding, federal loan assistance, or any other federal, state or local financial aid, redevelopment or other assistance program for rehabilitation of the Desert Line, MTS shall, upon the request of BJRR, provide reasonable assistance to BJRR in BJRR's application for purposes of improving freight operations. To the extent that obtaining such funds requires matching funds, any local share of such matching funds shall be the sole obligation of BJRR, if it desires to participate. To the extent legally permissible, BJRR funds shall be allocated to specific buildings and structures and BJRR shall be considered to be the owner of such buildings and structures, provided that upon termination of its contract with MTS, for whatever reason, MTS shall become the sole owner of all such improvements. In the event BJRR has the right and ability to claim, sell or otherwise benefit from section 45G or other federal or state tax credit programs associated with track or maintenance or rail line improvements, and BJRR obtains such benefits related to the Desert Line, BJRR shall advise MTS of its pursuit of such benefits, and shall also inform MTS of any financial benefits that BJRR expects to secure or has previously secured through any such programs Unless otherwise directed by MTS, any and all such rebates, credits, or the proceeds of the sale of such rebates or credits shall be used for tasks listed in the DLRP, or Maintenance of Way work, other track maintenance, or other capital improvements to the Desert Line as MTS may direct. The proceeds of such rebates, credits, or the proceeds of the sale of such rebates or credits may also, at MTS’s discretion, be used as on offset toward prospective BJRR obligations under this agreement.

7.6. Grant of Access. Notwithstanding any other provision of this Agreement, MTS reserves the right to grant access for the installation of telecommunications or other utility facilities along, across, over, in, or on, the real property portion of the Desert Line, and to authorize a grantee to enter upon the Desert Line for purposes of installation, adjustment, relocation, and maintenance of those facilities, provided that such installation, adjustment, relocation, and maintenance does not unreasonably interfere with BJRR's operations.

7.6.1. Pacific Southwest Railway Museum. BJRR takes this Lease subject to the rights of the Pacific Southwest Railway Museum (PSRM) to operate passenger excursion trains on a portion of the Desert Line, and to maintain such portions of the Desert Line, as set forth in MTS Doc. No. S200-08-341 dated December 13, 2007. MTS desires for the PSRM use to continue. The current PSRM operating agreement expired on December 12, 2012 and therefore is continuing in a hold-over status. MTS and BJRR desire to extend the PSRM operating agreement, subject to certain changes necessary to acknowledge BJRR's freight operating role and the extinguishment of the rights and obligations of San Diego & Imperial Valley Railroad. BJRR similarly acknowledges and takes this Lease subject to PSRM's rights to the Campo Depot property, as set forth in the PSRM Campo Depot Lease identified as MTS Doc No. S200-04.235. MTS shall have the right, in its sole discretion, to the extend or modify the PSRM Campo Depot Lease during the term of this Lease; provided, however, that freight traffic on the Desert Line shall maintain dispatching priority.

7.6.2. San Diego Gas & Electric (SDGE) East County Substation TL 13844 Project. At the time of execution of the original PIR Lease in 2012, MTS was in the process of transferring three (3) separate easements to SDGE for its East County Substation TL 13844 Project. The three easements consist of overhead lines at property identified as the "Jacumba Crossing" and the "Head Crossing" and underground lines under Jewel Valley Road at the location identified as the "Lansing Crossing." MTS and SDGE agreed to easement language that protects the railroad uses on the Desert Line and prevents the SDGE from conflicting with that use. Notwithstanding the fact that the SDGE easements were executed and recorded after the original PIR Lease, BJRR expressly agrees that they take the Desert Line subject to these SDGE easements.

7.6.3. Continuation of Pre-existing Agreements with MTS and/or SD&AE. There are currently various existing agreements executed by MTS and/or SD&AE for utility crossings, easements, private road crossings, spur track usage, property leases and permits, rights of entry, and trackage rights, including the agreement for the sale and donation of MTS to MTS dated February 12, 1979. It is the intent of the parties that all such and similar agreements, by whatever name, relating to the real property and property rights and track usage rights of MTS and MTS shall remain in force and effect upon this Lease becoming operative.

7.7. Future Passenger Service / Freight Priority. MTS reserves the right to provide passenger and/or commuter rail services on the rail line, subject to the following limitations:

7.7.1. Any passenger or commuter services implemented on the line shall not have priority over any freight services existing or implemented on the line unless MTS funds and constructs capacity improvements sufficient to maintain freight service at a then-optimal service level, taking into consideration reasonable service growth projections.

7.7.1.1. MTS implementation of passenger or commuter services shall not impose restrictions on the type of freight or size of freight cars / trains that BJRR may operate on the Desert Line.

7.7.2. Any passenger or commuter services implemented on the Desert Line shall be shall be coordinated with BJRR to provide for the safe and efficient operation of services on the line.

7.7.3. MTS shall have the right at its expense to erect, construct or install any structures, guards, devices, rails, ties, ballast, tracks, sidings, bridges, buildings, stations, communication facilities or other improvements upon the Desert Line for passenger or commuter services.

7.7.4. To the extent that passenger and/or commuter rail services have material, adverse impacts on the revenue being generated by BJRR, MTS agrees to modify the consideration owed to MTS under Section 2 to offset the loss of revenues.

7.7.5. In the event MTS commences passenger operations on the Desert Line under this provision, MTS and BJRR shall also agree to a reasonable contribution from MTS for its fair share of maintenance and other expenses.

7.7.6. MTS may not commence passenger operations or take steps to improve the Desert Line in anticipation of passenger service pursuant to this Section 7.7 until reaching a mutual agreement with BJRR regarding the impacts of MTS's passenger operations and the required MTS funding or construction contributions detailed in Sections 7.7.1 through 7.7.5. If the parties are unable to mutually agree on the impacts or contributions, then the matter shall be submitted to mediation pursuant to Section 10.10.2, with the costs of mediation paid by MTS.

7.8. Dispatching. Until and unless MTS commences passenger service pursuant to Section 7.7, BJRR shall have exclusive dispatching control on the Desert Line. In the event MTS commences passenger service pursuant to Section 7.7, MTS and BJRR shall meet and confer and agree on a dispatching plan.

7.9. Cooperation with BJRR. MTS agrees, within their resources and without subsidy, to:

7.9.1. Cooperate with and assist BJRR to maintain and obtain all necessary permits, clearances, agreements and other requirements for operations and maintenance.

7.9.2. Cooperate with BJRR to obtain federal, state, or local grants which may be available from time to time for upgrading or insuring the continued operation of the railroad.

7.9.3. Cooperate with and assist BJRR with regard to negotiations with BNSF, UP, the Mexican Government, Port of San Diego and other federal, state and local governmental agencies as may be appropriate to insure continued and expanded freight service.

7.9.4. Assist BJRR to the maximum extent feasible in the solicitation of additional shipments by rail; and

7.9.5. Work with BJRR to insure that track design, construction and operating schedules for transit operations are planned and implemented to insure minimum disruption of either freight service or passenger service.

8. TERMINATION

8.1. Default Notice/Right to Cure. Upon default of BJRR hereunder, MTS may terminate this Agreement at any time, upon furnishing 30 days written notice to BJRR of its default, except that such notice with regard to payment of monies shall be 10 days, provided that if such default is cured within the applicable notice period, this Agreement shall continue in full force and effect, and such notice of default shall be deemed rescinded.

8.2. Default Causes. Causes for termination of BJRR for default shall be as follows:

8.2.1. Failure to meet the Performance Milestone Requirements set forth in Section 1.

8.2.2. Failure to provide freight services as required under this Agreement or by the Surface Transportation Board.

8.2.3. A filing of bankruptcy by BJRR, or assignment for the benefit of creditors, or actual insolvency.

8.2.4. Failure to maintain the right-of-way and physical properties in accordance with the terms hereof.

8.2.5. A course of conduct of operation by BJRR in a manner which, upon proper administrative hearings, is found to jeopardize the health or safety of the general public.

8.2.6. Failure of BJRR to make required payments to MTS.

8.2.7. Any other material violation of the terms of this Agreement, including the payment of monies.

8.3. Cure Longer than 30 Days. If the default of BJRR cannot be cured within 30 days, then provided BJRR commences such cure within the 30-day period, and diligently in good faith proceeds to complete such cure, then the time within which such default must be cured shall be extended for a time which is reasonable under all the circumstances.

8.4. Limited Waiver of Right to Declare Default / US Customs Inspection Facility. MTS agrees to temporarily waive the right to enforce the compensation requirements set forth in Section 2, if, after reasonable and good faith efforts to obtain United States government approvals to construct and operate a customs inspection facility, the parties receive communications from the United States and/or Mexico government that either government does not support the inspection facility and the Government Approval(s) will not be obtained even if modifications are proposed. For this temporary waiver provision to go into effect, MTS and BJRR shall mutually agree that the required reasonable and good faith efforts have been exhausted and that no Government Approval is likely to be obtained.

8.4.1. Six Month Temporary Waiver Period / Renewals. Any temporary waiver of the Section 2 payment requirements shall be for no more than 6 months unless MTS agrees at the end of the 6 month period that the United States and/or Mexico government position has not changed and that there is no reasonable expectation that the inspection facility will be reconsidered in the next 6 months. The parties shall make reasonable efforts to review and/or re-work the inspection facility proposal and re-submit it for reconsideration if it appears that circumstances have changed

8.4.2. Normal Due Diligence and Review Period Not Applicable. The temporary waiver of the requirements of Section 2 described in this Section 8.4 shall not apply during periods of normal and reasonable due diligence and approval processing that is typical for a project of the scope and size of a new United States or Mexico customs inspection facility.

8.5. In addition, the parties agree that in the event of termination, a final accounting shall be rendered by an independent certified public accountant experienced in railroad accounting, mutually agreeable to the parties, the cost of which shall be equally shared between the parties, and that the indicated final settlements shall be paid by the appropriate party within 30 days' notice, or may be withheld from

funds, which would otherwise be payable, as such accountant shall deem appropriate.

8.6. BJRR may, at any time, terminate this Agreement by providing six (6) months' advance notice. In the event of such termination, the parties agree that a final accounting shall be rendered by an independent certified public accountant under the same terms and conditions outlined above. Except upon mutual agreement of MTS, BJRR shall return the Desert Line to at least as good of condition as it was in upon commencement of this Lease, reasonable wear and tear excepted.

8.7. Upon termination of this Agreement, BJRR will not assert any continuing contractual or common carrier right to continue to operate over the Desert Line except as necessary to fulfill any common carrier obligations during the pendency of any STB discontinuance proceeding, and shall, at BJRR's sole cost and expense, expeditiously prepare and submit all necessary applications, petitions, notices, or other ancillary submissions to the STB or any successor agency as necessary to effectuate a termination of this Lease and a discontinuance of BJRR's operations over the Desert Line. In the event that BJRR fails to make such filings on an expedited basis, MTS may make such filings on BJRR's behalf and act as BJRR's agent with respect to such filings to effectuate discontinuance of BJRR's operations on the Desert Line, with BJRR being responsible for all costs (including but not limited to filing fees and attorney fees) incurred by MTS in making such filings on BJRR's behalf. In the event MTS is required to make such filings, BJRR will not oppose the relief requested in MTS's filings. Furthermore, upon termination and during the pendency of any discontinuance proceeding, BJRR will not interfere with any efforts by MTS to allow another rail carrier to operate on the Desert Line and shall coordinate as required to allow such other rail carrier full operating rights on the Desert Line.

9. INSURANCE AND INDEMNIFICATION

9.1. Except as provided herein, MTS, MTS, and the respective agents, directors, officers and employees of each shall not be held liable for any claims, liabilities, penalties, fines or for damage to any goods, properties or effects of any person whatsoever, nor for personal injuries to or deaths of them, or any of them, caused by or resulting from any acts or omissions of BJRR, its agents, employees, independent contractors, joint ventures, partners or representatives (including, but not limited to failure to comply with any obligation under Section 2); BJRR further agrees to indemnify and save free and harmless MTS, MTS and the respective authorized agents, directors, officers and employees of each against any of the foregoing liabilities and any cost and expense, including reasonable attorney's fees incurred by MTS and/or SD&AE on account of any claim therefore, including claims by reason of alleged defects in service, changes in services, or any other work or services done or provided by BJRR pursuant to this Agreement.

9.2. BJRR, its agents, directors, officers and employees shall not be held liable for damage to any goods, properties or effects of any person whatsoever, nor for personal injuries to or deaths of them, or any of them, caused by or resulting from any acts or omissions of MTS, MTS or their respective agents, employees, independent contractors, joint ventures, partners or representatives (including but not limited to failure to comply with any obligation under Section 3); MTS further agrees to indemnify and save free and harmless BJRR and its authorized agents, directors, officers and employees against any of the foregoing liabilities and any cost and expense, including reasonable attorney's fees incurred by BJRR on account of any claim therefore, including claims by reason of alleged defects in services, changes in services, or any other work or services done or provided pursuant to this Agreement.

9.3. Insurance Required. During the performance of services hereunder BJRR shall maintain policies of insurance as described below. Prior to beginning work, BJRR shall furnish evidence of insurance satisfactory to the Chief Executive Officer of MTS as to contents and insurance carriers which will contain a provision for 30 days prior written notice to the Chief Executive Officer of any cancellation, reduction, or any material change in coverage. The insurance required shall be as follows:

9.3.1. Comprehensive Railroad Liability insurance for bodily injury (including death) to persons, and property damage including damage to the environment, which provides total limits ~~or~~ of not less than $25 million per occurrence before freight railroad operations commence and $50 million per occurrence after freight railroad operations commence, subject to a self-insured retention of a dollar amount acceptable to MTS. Coverage included shall be:

9.3.1.1. Premises and operations;

9.3.1.2. Products/completed operations;

9.3.1.3. Contractual liability expressly including liability assumed under this Agreement, with deletion of the exclusion as to performance of operations within the vicinity of any railroad bridge, trestle, track, roadbed, tunnel, underpass and crossway;

9.3.1.4. Explosion, collapse, and underground hazards;

9.3.1.5. Personal injury liability with standard exclusions a) liability assumed under contract and b) suits brought by employees deleted;

9.3.1.6. Independent contractors;

9.3.1.7. Deletion of any exclusion applicable to MTS/MTS/SDTI property in Contractor's care, custody, and control.

9.3.1.8. Cross liability clause providing that the insurance applies separately to each insured except with respect to the limits of liability. Such insurance shall include the following endorsements, copies of which shall be provided:

9.3.1.9. Inclusion of MTS/MTS/SDTI, their directors, officers, agents and employees as additional insureds as respects services or operations under this Agreement performed by or on behalf of BJRR.

9.3.1.10. Stipulation that the insurance is primary insurance and that no insurance of MTS/MTS/SDTI will be called upon to contribute to a loss.

9.3.1.11. Claims made under the Federal Employers Liability Act.

9.3.1.12. Coverage for the release of pollutants and Hazardous Materials.

9.4. Comprehensive Automobile Liability Insurance for bodily injury (including death) and property damage which provides total limits of not less than $5 million combined single limit per occurrence applicable to all owned, non-owned, and hired vehicles.

9.5. Workers' Compensation: as required by the State of California, with Statutory Limits, and Employer's Liability Insurance with limit of no less than $1,000,000 per accident for bodily injury or disease, with an insurer's waiver of subrogation in favor of MTS/MTS/SDTI, their directors, officers, representatives, agents and employees.

9.6. Contractors equipment insurance on all "all-risk" basis covering equipment owned, leased or used by Contractor. Such insurance shall include an insurer's waiver of subrogation in favor of MTS/MTS/SDTI. Contractor hereby releases and holds harmless MTS/MTS/SDTI for any loss or damage to its equipment.

9.7. "All Risk" Property insurance for all MTS railroad assets utilized within the Scope of this Agreement, and in the care, custody and control of contractor, for the full replacement cost of such property. Coverage for the perils of earthquake and flood should be included at a limit of not less than $10 million per occurrence. Coverage shall be subject to a deductible of a dollar amount acceptable to MTS.

9.8. Environmental Legal Liability for bodily injury and property damage arising out of BJRR operations within the scope of this agreement, including clean-up costs resulting from a pollution condition, in the amount of $10,000,000 per

occurrence. Coverage shall be subject to a deductible of a dollar amount acceptable to MTS. MTS/MTS/SDTI, its officers, officials, employees, and volunteers are to be covered as additional insureds on this policy with respect to liability arising out of work or operations performed by or on behalf of BJRR.

9.9. Other Insurance Provisions. The insurance policies are to contain, or be endorsed to contain, the following provisions:

9.9.1. Acceptability of Insurers. Insurance is to be placed with insurers with a current A.M. Best's rating of no less than A:VII, unless otherwise acceptable to MTS.

9.9.2. Claims Made Policies: If any of the required policies provide claims-made coverage:

9.9.2.1. The Retroactive Date must be shown, and must be before the date of the contract or the beginning of contract work.

9.9.2.2. Insurance must be maintained and evidence of insurance must be provided for at least five (5) years after completion of the contract of work.

9.9.2.3. If coverage is canceled or non-renewed, and not replaced with another claims-made policy form with a Retroactive Date prior to the contract effective date, the Contractor must purchase "extended reporting" coverage for a minimum of five (5) years after completion of work.

9.9.3. Verification of Coverage. BJRR shall furnish MTS with original certificates and amendatory endorsements or copies of the applicable policy language effecting coverage required by this clause. All certificates and endorsements are to be received and approved by MTS before work commences, and annually thereafter. However, failure to obtain the required documents prior to the work beginning shall not waive the BJRR's obligation to provide them. MTS reserves the right to require complete, certified copies of all required insurance policies, including endorsements required by these specifications, at any time.

9.9.4. Special Risks or Circumstances. MTS reserves the right to modify these requirements, including limits and type of insurance required, based on the nature of the risk, prior experience, insurer, coverage, or other specialcircumstances.

9.10. Review of Insurance Limits and Coverage Requirements. No less than every ten (10) years, or after any significant insurance claim or operational accident, MTS and BJRR shall review the above insurance limits and coverage requirements and update them as necessary to maintain adequate insurance for the freight and other operations conducted by BJRR pursuant to this Agreement. Such limits and coverage requirements shall be equal to or greater than the best practices maintained by

railroads of similar size, geography and other risks. The limits and coverage requirements under this Agreement shall at all times be sufficient to cover all risk related to Desert Line freight operations, such that MTS's independent insurance coverage rates and risks shall not increase because of BJRR"s operations.

9.11. Third Party Contractors – Right of Entry Permits. To the extent BJRR contracts with third parties to perform any professional services, construction, or freight operations on the Desert Line as part of BJRR's activities under this Agreement, such third party contractors shall first apply for and be granted a Right of Entry Permit ("ROE Permit") from MTS. The ROE Permit shall be in MTS's then-standard form, which sets various notice and safety rules for work near or on a railroad and provides MTS with direct protection under insurance and indemnification provisions appropriate for the work to be performed by the third party contractor.

10. GENERAL PROVISIONS.

10.1. Status of BJRR. BJRR is an independent contractor, and in no way shall it be deemed to be an affiliate, partner, subsidiary, joint venturer, or associated in any manner whatsoever with MTS or SD&AE.

10.2. Conflict of Interest. No employee, officer, or Board member of MTS or SD&AE shall have a financial or other personal interest in this Agreement, or any contract or subcontract, or with BJRR, in any way directly or indirectly.

10.3. Assignment. This Agreement shall be binding upon and inure to the benefit of the parties hereto and their respective successors and assigns. BJRR's rights hereunder shall not be assignable whether by way of assignment, sublease, license or otherwise, directly or indirectly, without MTS's prior written consent, except that an assignment to a wholly owned subsidiary may be accomplished upon notice to MTS, and provided that such assignment shall not relieve BJRR of any of its obligations hereunder except as agreed upon by MTS. This Agreement is not intended, nor shall it be construed to be for the benefit of any person or entity not a party to this Agreement.

10.4. Warranties and Representations.

10.4.1. MTS and SD&AE each warrants and represents to Operating Company as follows:

10.4.1.1. That it is duly organized, validly existing and in good standing under the laws of, as to MTS, the State of California and as to SD&AE, the State of Nevada.

10.4.1.2. That it has the power and authority to enter into this Agreement to carry out its obligations under this Agreement.

10.4.1.3. That entering into and performance of this Agreement on the part of such party does not violate any agreement with any person or entity, statute, rule, regulation, order, writ, injunction or decree of any court, administrative agency or governmental body, or its organic documents applicable to the parties hereto.

10.4.1.4. That the execution of this Agreement and the operation of the rail freight service shall not violate any agreement with any person or entity, statute, rule, regulation, order, writ, injunction or decree of any court, administrative agency, or governmental body applicable to the parties hereto.

10.4.2. BJRR warrants and represents to MTS and SD&AE as follows:

10.4.2.1. That it is duly organized, validly existing and in good standing under the laws of the State of Califoronia.

10.4.2.2. That it has the power and authority to enter into this Agreement to carry out its obligations under this Agreement.

10.4.2.3. That entering into and performance of this Agreement on the part of such party does not violate any agreement with any person or entity, statute, rule, regulation, order, writ, injunction or decree of any court, administrative agency or governmental body, or its organic documents applicable to the parties hereto.

10.4.2.4. That the execution of this Agreement and the operation of the rail freight service shall not violate any agreement with any person or entity, statute, rule, regulation, order, writ, injunction or decree of any court, administrative agency, or governmental body applicable to the parties hereto.

10.5. Notice.

10.5.1. Any notice required or permitted under this Agreement shall be in writing and may be personally served on the other party, by the party giving notice, or may be served by United States Mail to the following address, or such other addresses/persons as the parties may direct:

10.5.1.1. SD&AE

Paul C. Jablonski
President
San Diego & Arizona Eastern Railway Co.
1255 Imperial Avenue, Suite 1000

San Diego, CA 92101

10.5.1.2. BJRR

Roberto Romandia
Chief Operating Officer
Baja California Rail Road, Inc.
3065 Beyer Blvd. B-103
San Diego Ca. 92154

10.5.1.3 MTS

Paul C. Jablonski
Chief Executive Officer
San Diego Metropolitan Transit System
1255 Imperial Avenue, Suite 1000
San Diego, CA 92101

10.6. Attorneys' Fees and Costs. In the event any party to this Agreement brings legal action or requests arbitration to enforce its rights hereunder, the court or arbitrator shall have discretion to award the prevailing party reasonable attorney's fees and costs.

10.7. Choice of Law. This Agreement shall be interpreted in accordance with the statutes and laws of the United States of America and the State of California.

10.8. Severability. If any term, covenant, condition or provision (or part thereof) of this Agreement or the application thereof to any person or circumstances shall, at any time or to any extent, be invalid or unenforceable, the remainder of this Agreement, or the application of such term or provision (or remainder thereof) to persons or circumstances other than those as to which it is held invalid or unenforceable, shall not be affected thereby, and each term, covenant, condition, and provision of this Agreement shall be valid and be enforceable to the fullest extent permitted by law.

10.9. Force Majeure. The parties hereto will be excused from performance of any of their respective obligations hereunder, during the existence of and occasioned by any event beyond their respective control (not due to their own fault or actions inconsistent with good faith operations under this Lease), which shall include without limitation, actions of Mexican, federal, state or local agencies; acts of God; strikes or other labor troubles beyond the reasonable anticipation or control of the parties; temporary interruption of service caused by explosions, fires, vandalism, malicious mischief, and unavoidable interruption or cessation of service by a connecting railroad. However, nothing herein shall relieve the parties of their respective obligations to undertake all reasonably available actions necessary and all possible reasonable corrective measures to resume the provision

of freight services to customers of the railroad and specifically the obligations of BJRR as set forth in Section 4 of this Lease.

10.10. Dispute Resolution. The parties acknowledge and agree that this Agreement and any dispute hereunder shall be subject to and governed by the dispute resolution provisions set forth in this section 10.10.

10.10.1. Informal Resolution. MTS and BJRR recognize that disputes as to certain matters may from time to time arise during the effectiveness of this Agreement which relate to either party's rights and/or obligations hereunder or thereunder. It is the objective of the parties to establish procedures to facilitate the resolution of disputes arising under any of the Agreements in an expedient manner by mutual cooperation and without resort to litigation. To accomplish this objective, the parties agree to follow the procedures set forth in this Article if and when a dispute arises under any of the Agreements. In the event of a dispute between the Parties, any party may, by written notice to the other, have such dispute referred to their respective chief executive officers for attempted resolution by good faith negotiations within fourteen (14) days after such notice is received. In the event the chief executive officers are not able to resolve such dispute, either party may at any time after the fourteen (14) day period seek to resolve the dispute through the other means provided in Section 10.10.2.

10.10.2. Mediation. If the informal efforts outlined in Section 10.10.1 are unsuccessful, then the Parties agree to participate in mediation. Within five (5) business days of the request of any party, the parties shall mutually agree on the person or alternative dispute resolution agency to conduct the mediation. If the Parties are unable to agree on the person or alternative dispute resolution agency to conduct the mediation, the initiating party may arrange for the office of the American Arbitration Association in downtown San Diego, California, to perform the mediation. The initiating party shall then schedule the mediation so that it is conducted within five (5) business days of the mediator's appointment. The costs of the mediation and fees of the mediator, if any, shall be shared equally by the Parties.

10.10.3. Any dispute not resolved through the mediation required by Section 10.10.2 may proceed to litigation unless the Parties agree in writing to submit the dispute to binding arbitration.

[Signature Page to Follow]

In Witness Whereof, each of the parties has caused this Amendment 1 to be duly executed on its behalf as of the day and year first above written.

San Diego and Arizona Eastern Railway Company
a Nevada nonprofit corporation

By:_____
Paul C. Jablonski
President

Baja California Rail Road, Inc.
a California corporation

By:_____
Roberto Romandia
Chief Operating Officer

San Diego Metropolitan Transit System
a California Public Agency

By:_____
Paul C. Jablonski
Chief Executive Officer

Approved as to Form:

By:_____
Karen F. Landers
General Counsel, MTS and SD&AE

Metropolitan Transit System

1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490
(619) 231-1466 • FAX (619) 234-3407

Agenda Item No. 20

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

September 21, 2017

SUBJECT:

PURCHASE OF 20 CLASS B PROPANE POWERED PARATRANSIT BUSES- CONTRACT AWARD

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. B0675.0-18, (in substantially the same format as Attachment A) with Creative Bus Sales, for the purchase of up to twenty (20) propane powered Class B paratransit buses.

Budget Impact

The value of this agreement will not exceed $2,189,944 inclusive of all applicable taxes and fees. This project will be funded through the fiscal year (FY) 2018 ADA Bus Procurement project WBSE #1001105001-599901.

DISCUSSION:

MTS operates paratransit service as required by 49 CFR Section 37 with Class B paratransit buses. Twenty (20) vehicles have reached the end of their useful service life and have been scheduled for replacement as part of the FY 2018 MTS Fleet Replacement Plan. The new vehicles will maintain and enhance the agency's ability to provide paratransit services efficiently and cost effectively.

FTA Circular 4220.1F, Chapter V, Section 4, encourages federal grant recipients to use state and local intergovernmental agreements for procurements of property and services. MTS staff identified an intergovernmental agreement that provides Class B buses that meet MTS specifications. Class B buses are available through a California State government purchasing schedule administered by the California Association of Coordinated Transportation (CalACT), RFP No.11-03. The CalACT

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MTS member agencies include the cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, San Diego, Santee, and the County of San Diego.

Vehicle Purchasing Cooperative allows MTS to select vehicles from a pre-competed menu of choices from different vendors and manufacturers.

The vehicles being purchased are the same make and model and are similarly equipped as the majority of the current MTS paratransit and medium duty fleet which allows for additional savings in common spare parts and maintenance.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc. No. B0675.0-18 (in substantially the same format as Attachment A), with Creative Bus Sales, for the purchase of up to twenty (20) propane powered Class B paratransit buses.

/s/ Paul C. Jablonski
Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Coney, 619.557.4513, Sharon.Cooney@sdmts.com

Attachment: A. Draft Standard Procurement Agreement; MTS Doc. No. B0675.0-18

STANDARD PROCUREMENT AGREEMENT

B0675.0-18
CONTRACT NUMBER
WBSE # 1001105001
FILE NUMBER(S)

THIS AGREEMENT is entered into this _____ day of _____ 2017, in the State of California by and between San Diego Metropolitan Transit System ("MTS"), a California public agency, and the following, hereinafter referred to as "Contractor":

Name: Creative Bus Sales

Address: 14740 Ramona Ave.
Chino, CA 91710

Form of Business: Corporation
(Corporation, partnership, sole proprietor, etc.)

Telephone: 909.465.5528

Authorized person to sign contracts: Tony Matijevich (Name) President (Title)

The attached Standard Conditions are part of this Agreement. The Contractor agrees to furnish to MTS services and materials, as follows:

Provide up to twenty (20) Type B, Ford E450 Buses as specified in the Creative Bus Sales Proposal dated July 7, 2017 (attached as Exhibit A), and the MTS Standard Conditions Procurement (attached as Exhibit B), and Federal Requirements (attached as Exhibit C).

MTS and Contractor shall agree to production and delivery schedules in writing upon execution of the Contract.

Vehicle shall be delivered to: **Metropolitan Transit System (MTS) c/o First Transit**
7490 Copley Park Place
San Diego, CA 92111

The registered owner will be: **San Diego Metropolitan Transit System (MTS)**
1255 Imperial Avenue, Suite 1000
San Diego, CA 92101

The total contract cost shall be firm fixed price not exceed $2,189,944.00, which includes tax, delivery and California tire fee.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM	CONTRACTOR AUTHORIZATION
By: _____ Chief Executive Officer	Firm: _____
Approved as to form:	By: _____ Signature
By: _____ Office of General Counsel	Title: _____

AMOUNT ENCUMBERED	BUDGET ITEM	FISCAL YEAR
$2,189,944.00	WBSE #1001105001 - 599901	2018

By: _____
Chief Financial Officer — Date

(___ total pages, each bearing contract number)

SA-PROCUREMEN (REV 6-15)
DATE

DRAFT

Metropolitan Transit System

1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490
(619) 231-1466 • FAX (619) 234-3407

Agenda Item No. 21

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

September 21, 2017

SUBJECT:

INVESTMENT REPORT – JUNE 2017

INFORMATIONAL ONLY

Budget Impact

None.

DISCUSSION:

Attachment A comprises a report of the San Diego Metropolitan Transit System (MTS) investments as of June 30, 2017. The combined total of all investments has decreased month to month from $104.3 million to $97.1 million. This $7.2 million decrease is attributable to $3.2 million in capital expenditures, as well as normal timing differences in other payments and receipts.

The first column provides details about investments restricted for capital improvement projects.

The second column, unrestricted investments, reports the working capital for MTS operations allowing payments for employee payroll and vendors' goods and services.

/s/ Paul C. Jablonski
Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmts.com

Attachment: A. Investment Report for June 2017

Metropolitan Transit System (MTS) is a California public agency comprised of San Diego Transit Corp., San Diego Trolley, Inc. and San Diego and Arizona Eastern Railway Company (nonprofit public benefit corporations). MTS is the taxicab administrator for seven cities.

MTS member agencies include the cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, San Diego, Santee, and the County of San Diego.

San Diego Metropolitan Transit System
Investment Report
June 30, 2017

	Restricted	Unrestricted	Total	Average rate of return
Cash and Cash Equivalents				
JP Morgan Chase - concentration account	-	19,379,529	19,379,529	0.00%
Total Cash and Cash Equivalents	-	19,379,529	19,379,529	
Cash - Restricted for Capital Support				
US Bank - retention trust account	2,303,606	-	2,303,606	N/A*
San Diego County Investment Pool				
Proposition 1B TSGP grant funds	4,440,261	-	4,440,261	
Total Cash - Restricted for Capital Support	6,743,867	-	6,743,867	
Investments - Working Capital				
Local Agency Investment Fund (LAIF)	10,161,049	60,802,245	70,963,294	0.978%
Total Investments - Working Capital	10,161,049	60,802,245	70,963,294	
Total cash and investments	**$ 16,904,916**	**$ 80,181,774**	**$ 97,086,690**	

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Agenda Item No. 22

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

September 21, 2017

SUBJECT:

INVESTMENT REPORT – JULY 2017

INFORMATIONAL ONLY

Budget Impact

None.

DISCUSSION:

Attachment A comprises a report of the San Diego Metropolitan Transit System (MTS) investments as of July 31, 2017. The combined total of all investments has decreased month to month from $97.1 million to $85.8 million. This $11.3 million decrease is attributable to $4.5 million in capital expenditures, as well as normal timing differences in other payments and receipts, specifically $7.8 million in Transportation Development Act (TDA) funds were not received until August 2nd.

The first column provides details about investments restricted for capital improvement projects.

The second column, unrestricted investments, reports the working capital for MTS operations allowing payments for employee payroll and vendors' goods and services.

/s/ Paul C. Jablonski
Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmts.com

Attachment: A. Investment Report for July 2017

Metropolitan Transit System (MTS) is a California public agency comprised of San Diego Transit Corp., San Diego Trolley, Inc. and San Diego and Arizona Eastern Railway Company (nonprofit public benefit corporations). MTS is the taxicab administrator for seven cities.

MTS member agencies include the cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, San Diego, Santee, and the County of San Diego.

San Diego Metropolitan Transit System
Investment Report
July 31, 2017

	Restricted	Unrestricted	Total	Average rate of return
Cash and Cash Equivalents				
JP Morgan Chase - concentration account	-	14,133,221	14,133,221	0.00%
Total Cash and Cash Equivalents	-	14,133,221	14,133,221	
Cash - Restricted for Capital Support				
US Bank - retention trust account	2,303,606	-	2,303,606	N/A*
San Diego County Investment Pool				
Proposition 1B TSGP grant funds	6,150,367	-	6,150,367	
Total Cash - Restricted for Capital Support	8,453,973	-	8,453,973	
Investments - Working Capital				
Local Agency Investment Fund (LAIF)	8,521,398	54,688,476	63,209,874	1.051%
Total Investments - Working Capital	8,521,398	54,688,476	63,209,874	
Total cash and investments	**$ 16,975,371**	**$ 68,821,697**	**$ 85,797,068**	

MTS Metropolitan Transit System

FORWARD MY TIME TO MR. AGUIRRE

AGENDA ITEM NO. 2B

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED 1

PLEASE SUBMIT THIS COMPLETED FORM (AND YOUR WRITTEN STATEMENT) TO THE CLERK OF THE BOARD PRIOR TO DISCUSSION OF YOUR ITEM

1. INSTRUCTIONS
 This Request to Speak form must be filled out and submitted in advance of the discussion of your item to the Clerk of the Board (please attach any written statement to this form). Communications on hearings and agenda items are generally limited to three minutes per person unless the Board authorizes additional time; however, the Chairperson may limit comment to one or two minutes each if there are multiple requests to speak on a particular item. General public comments on items not on the agenda are limited to three minutes. Please be brief and to the point. No yielding of time is allowed. Subjects of previous hearings or agenda items may not again be addressed under General Public Comments.

(PLEASE PRINT)

DATE 9/21/2017	
Name	Steve Padilla
Address	
Telephone	(619) 885-1149
Email	spadilla@aquaticsgroup.org
Organization Represented	Grand Central West, LLC
Subject of Your Remarks	MTS / CCW ISSUE
Regarding Agenda Item No.	
Your Comments Present a Position of:	☐ SUPPORT ☐ OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS
 At Public Hearings of the Board, persons wishing to speak shall be permitted to address the Board on any issue relevant to the subject of the Hearing.

3. DISCUSSION OF AGENDA ITEMS
 The Chairman may permit any member of the public to address the Board on any issue relevant to a particular agenda item.

4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA
 Public comment on matters not on the agenda will be limited to five speakers with three minutes each, under the Public Comment Agenda Item. Additional speakers will be heard at the end of the Board's Agenda.

NOTE: Subjects of previous hearings or agenda items may not again be addressed under General Public Comments.

MTS Metropolitan Transit System

AGENDA ITEM NO. 2-B

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED 2

PLEASE SUBMIT THIS COMPLETED FORM (AND YOUR WRITTEN STATEMENT) TO THE CLERK OF THE BOARD PRIOR TO DISCUSSION OF YOUR ITEM

1. INSTRUCTIONS
 This Request to Speak form must be filled out and submitted in advance of the discussion of your item to the Clerk of the Board (please attach any written statement to this form). Communications on hearings and agenda items are generally limited to three minutes per person unless the Board authorizes additional time; however, the Chairperson may limit comment to one or two minutes each if there are multiple requests to speak on a particular item. General public comments on items not on the agenda are limited to three minutes. Please be brief and to the point. No yielding of time is allowed. Subjects of previous hearings or agenda items may not again be addressed under General Public Comments.

(PLEASE PRINT)

DATE	9/21/17
Name	Miguel Aguirre
Address	727 E. San Ysidro Bl.
Telephone	619-917-3167
Email	miguel@sbcglobal.net
Organization Represented	Grand Central West, LLC
Subject of Your Remarks	Settlement OFFER
Regarding Agenda Item No.	
Your Comments Present a Position of:	☐ **SUPPORT** ☐ **OPPOSITION**

2. TESTIMONY AT NOTICED PUBLIC HEARINGS
 At Public Hearings of the Board, persons wishing to speak shall be permitted to address the Board on any issue relevant to the subject of the Hearing.

3. DISCUSSION OF AGENDA ITEMS
 The Chairman may permit any member of the public to address the Board on any issue relevant to a particular agenda item.

4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA
 Public comment on matters not on the agenda will be limited to five speakers with three minutes each, under the Public Comment Agenda Item. Additional speakers will be heard at the end of the Board's Agenda.

NOTE: Subjects of previous hearings or agenda items may not again be addressed under General Public Comments.

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Agenda Item No. 30

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

September 21, 2017

SUBJECT:

MAJOR SERVICE CHANGES RECOMMENDATIONS OF THE TRANSIT OPTIMIZATION PLAN (DENIS DESMOND)

RECOMMENDATION:

That the Board of Directors:

1) Receive a report on proposed major service changes as detailed in Attachment A;

2) Approve the recommendations for TransNet-subsidized Rapid services; and

3) Approve the recommendations for MTS-subsidized transit services.

Budget Impact

Recommendations for all routes would initially have a new annual MTS budget impact of approximately $2 million in additional operating subsidy. This added investment would preserve existing services and fund new services that would be expected to increase ridership and fare revenue, gradually reducing the operational subsidy required over time.

DISCUSSION:

Significant changes have occurred in the regional transit operating environment over the past ten years since MTS completed a Comprehensive Operational Analysis (COA). Budget-related service adjustments, changes in the Trolley operating plan, consolidation of local bus operations, and the implementation of Rapid services have all shifted trip patterns and MTS' service. Additionally, record ridership levels reached in 2015 have more recently trended downward, indicating that the market is changing faster than transit services. In this environment, last fall MTS launched the Transit Optimization

Metropolitan Transit System (MTS) is a California public agency comprised of San Diego Transit Corp., San Diego Trolley, Inc. and San Diego and Arizona Eastern Railway Company (nonprofit public benefit corporations). MTS is the taxicab administrator for seven cities.

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Plan. The TOP aims to update the COA and bring a similar level of analysis and adjustment to the MTS system.

The project began in September 2016 with an extensive rider outreach effort. Between Fall 2016 and Spring 2017, MTS collected more than 6,000 surveys and held over 40 outreach events. MTS' project consultant, Transportation Management and Design, Inc. (TMD), conducted a market analysis, service analysis, and service implementation plan with recommendations for system adjustments across the region.

The final service implementation plan recommends changes that invest more transit resources in the busiest and highest demand corridors, reduce transit travel times by streamlining routings, and restructure routes to improve reliability. The resources for these improvements would largely be generated by shifting from underutilized services, though the final recommendations also include the added investment of $2 million in annual subsidy to help grow ridership and revenue.

Initial proposals were aired at a Public Hearing held at the MTS Board of Directors meeting on July 20, 2017. The Board heard over 50 speakers, and read over 350 comments received by e-mail, web, telephone hotline, and U.S. Mail. Following the hearing, the Board provided direction to staff on the proposals. This feedback, as well as the public comments heard at the hearing, has informed the final recommendations presented at today's meeting. These include adjustments to the initial proposals, and most of the services included in the 'added subsidy' option.

The attached table (Attachment A) summarizes recommendations to the Board, including changes from the initial proposals presented at the Public Hearing. MTS has continued to collect public comments since the public hearing; these are summarized and transcribed for the Board's consideration as Attachment C (to be provided at the Board Meeting).

Changes approved at today's meeting will be phased in to minimize impacts to riders and operations. The earliest major changes would be implemented in January 2018.

Title VI

Transit agencies that are implementing major changes, as defined by their locally-developed policy (Board Policy 42 for MTS), are required by the Federal Transit Administration to conduct a service equity analysis to determine if there would be any adverse impacts to low-income or minority communities resulting from implementation of the changes. That analysis is completed and assumes all of the major service change recommendations presented here. No potentially adverse impacts were identified from the net of all major changes. Any material changes to these recommendations would need to be analyzed and presented to the Board prior to final approval.

California Environmental Quality Act (CEQA)

CEQA requires agencies to prepare and certify an environmental impact report on a project that it proposes to implement that may have a significant effect on the environment (or to adopt a negative declaration if the project will not have a significant effect). However, certain activities are exempted from the requirements of CEQA, including implementation of or increases in transit services on existing roads and

highways (Public Resource Code § 21080 (6)(10)). The TOP recommendations for Board consideration would represent a net increase in transit service along existing highway and road rights-of-way, thereby exempting the elements of these proposals from further examination under CEQA.

/s/ Paul C. Jablonski
Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, sharon.cooney@sdmts.com

Attachments: A. Final Transit Optimization Plan Recommendations
B. Title VI Report Including Maps *
C. Comments Received Since the Public Hearing *

*** to be distributed at the Board Meeting**

MTS Transit Optimization Plan - Final Recommendations
Board of Directors, September 21, 2017

"+" sign indicates a recommendation for a significant frequency improvement		
ROUTE	**RECOMMENDATION**	***CHANGE FROM INITIAL JULY 2017 PROPOSAL (if applicable)***
1	***Route 1 would be adjusted as follows:*** • Route would be extended from Hillcrest to Fashion Valley, via Sixth Ave., Hwy. 163, and Hotel Circle. Rt. 1 service along 4th/5th Avenues in Hillcrest would be discontinued, but the stops would remain served by Route 3. • Route 1A service to 70th St. T.S. would be discontinued, with all trips ending at the La Mesa Blvd. Trolley Station instead. • Continuing service between Downtown La Mesa and Grossmont T.C. via La Mesa Blvd. would be served by new Route 52.	
3 +	Weekday frequency would be increased from 15 to 12 minutes, and Sunday frequency would be increased from 60 to 30 minutes.	Initial proposal only increased Sunday frequency.
5 +	Weekday frequency would be increased from 15 to 12 minutes.	
7 +	All Rt. 7 trips would operate between Downtown and University Ave./College Ave. only. Continuing service east of College Ave. into Downtown La Mesa via University Ave. would be served by new Rt. 52. Also, peak hour service would be adjusted to operate every 10 minutes in both directions (instead of every 6 or 12 minutes, depending on direction).	
8	During summer, frequency would remain every 15 min. on all days. In non-summer months, Mon.-Sat. frequency would be reduced from 20 to 30 min.	
9	During summer, frequency would remain every 15 minutes on all days (30 minutes north of SeaWorld). In non-summer months, Monday-Saturday frequency would be reduced from 20 to 30 minutes.	
11	Route 11 would be split into two routes: The northern segment would remain Route 11, operating between Downtown and SDSU via the current alignment. The routing in Downtown would be: southbound on Front St., left on Market St., and left on First Ave. to a terminal at First Ave./G St.	The northern segment is changed to Rt. 11 to retain historic numbering scheme.
12	New route number for the southern half of the current Route 11, operating between Skyline Hills and the City College T.C. in Downtown San Diego along the current alignment to Imperial Ave. In Downtown, Route 12 would use 10th/11th Avenues between Imperial Ave. and the City College T.C. Hours and frequency would be similar to current service.	The southern segment is numbered as Rt. 12 to retain historic numbering scheme.
13 +	Weekday afternoon frequency would be increased from 15 to 12 minutes.	Initial proposal only added selected P.M. trippers (rather than increasing frequency throughout the P.M.).
14	Route would remain as-is (no changes recommended).	Initial proposal shifted the route east to the Grossmont T.C. and discontinued service to Rancho Mission Rd. and 70th St. T.S.

18	***Reduced span of service by 1-3 hours.***	Initial proposal was to discontinue route.
20	Routing would be streamlined between Kearny Mesa and Mira Mesa to use Freeways 15 and 163 instead of Ruffin Rd., Kearny Villa Rd. and Black Mountain Rd. Service along Black Mountain Rd. would remain available during weekday peak periods on Route 31.	
25	Route would be streamlined to use Highway 163 and Friars Rd. between Mesa College Drive and Fashion Valley. Local service between Mesa College Drive and Fashion Valley would remain on other routes as follows: Health Center Dr. on Route 120, Genesee Ave. on Routes 41 & 120, and Ulric St. on Route 120. Service on Comstock St. (west of Linda Vista Rd.) and Osler St. would be discontinued.	
27	Route would be streamlined to operate along Kearny Villa Rd. instead of Convoy St. between Balboa Ave. and Clairemont Mesa Blvd.	
35	Weekday service would be increased to a 15-minute frequency. Service south of Newport Ave. would be replaced on weekdays by an extended Route 923 to Point Loma Ave., and discontinued in the later evening and on Saturdays.	
44	The northern end of Rt. 44 would be realigned on Clairemont Mesa Blvd. to serve east of Convoy St. to the Kearny Mesa T.C. (instead of west to Clairemont Square). Service on Clairemont Mesa Blvd. between Convoy St. and Clairemont Square would be replaced by a revised Rt. 105.	
50	Route would be adjusted in Clairemont and University City to use Regents Rd. and Governor Drive. Midday service would be discontinued between approx. 10 a.m. and 2 p.m. (but remain available on Rt. 41 on Genesee Ave. and Route 105 on Clairemont Dr.).	
52	New Route 52 would replace eastern segments of Routes 1 and 7, operating between University Ave./54th St. and the Grossmont Transit Center via University Ave., Allison Ave., La Mesa Blvd. and Grossmont Blvd. 30-minute frequency, 7 days/week*. (New route number subject to change.)*	Initial proposal was to operate Sunday service hourly.
83	***Route 83 would be adjusted as follows:*** • Service would operate weekday middays only, approx. 8 a.m. - 3 p.m. • The segment along Washington St. and into Hillcrest would be discontinued from Route 83, but remain served by Route 10. • A new northern terminal would be established at Old Town T.C., and the north Mission Hills alignment would change from Fort Stockton Dr. to Sunset Blvd./Juan St.	Initial proposal was to discontinue route.
84	Service would operate weekday peak hours only, operating two round trips in the morning and two round trips in the afternoon, between Old Town T.C., SPAWAR Main Gate (via Cañon St), and the Sub Base Main Gate. Midday service and all service to Cabrillo Monument would be discontinued. *Also, MTS would operate a trial special service on* ***Memorial Day*** *and* ***Veterans Day*** *in 2018 between the Old Town Transit Center and Fort Rosecrans National Cemetery.*	Initial proposal was to discontinue route.
85	New route would operate hourly on all days between the Otay Mesa border and SWC (Otay), replacing portions of Routes 905A (Airway Rd. between La Media Rd. and Britannia Blvd.) and 905B (Otay Mesa Rd. east of La Media Rd., Sanyo Rd., and H. Hertz Dr.). *(New route number subject to change.)*	Initial proposal did not include Route 85 to replace portions of current Route 905.

105	***Route 105 would be adjusted as follows:*** • The northern end would be realigned to operate east from Clairemont Square to the Kearny Mesa Transit Center, replacing Route 44 along Clairemont Mesa Blvd. Frequency along Clairemont Mesa Blvd. between Kearny Mesa Transit Center and Clairemont Square would be 15 minutes on weekdays and 30 minutes on weekends. • The Route 105 segment between Clairemont Square and UTC would be replaced during weekday peak hours by a realigned Route 50. • Service along Milton St. and Burgener Blvd. would be discontinued and operated via Ingulf St. and Denver St. (current Route 105A routing).	
120	Routing would be adjusted in Kearny Mesa to remain on Kearny Villa Rd. instead of Convoy St. and Kearny Mesa Rd.	
204	Weekday service would be reduced to a 30-minute frequency, and weekend service would be discontinued.	
235 +	Weekday midday service would be increased to a 15-minute frequency.	
237	All trips would terminate on the east end at the Miramar College Transit Station. Continuing service to/from Sabre Springs/Peñasquitos and Rancho Bernardo Transit Stations would remain available on Route 235.	
701	Sunday service would be added with a 60-minute frequency.	
703	Route 703 would be entirely replaced with restored Sunday service on Routes 701, 704, and 709.	
704	***Route 704 would be adjusted as follows:*** • Operate on 3rd Ave. instead of 4th Ave. north of Naples St. • Operate on F St. instead of E St. to/from the E Street Transit Center. • Add Sunday service between Palomar Transit Center and Sharp Hospital with a 60-minute frequency.	
707	Upon implementation of the South Bay Rapid in 2019, frequency would be increased to every 30 minutes, replacing the extended Route 709 trips along Eastlake Parkway. The span-of-service would also be increased to match the current earliest and latest Route 709 Eastlake Parkway service.	Initial proposal maintained Rt. 707 service as-is.
709	Proposed addition of Sunday service at 60-minute frequency. Also, Upon implementation of the South Bay Rapid in 2019, Route 709 service north of Olympic Parkway along Eastlake Pkwy., Boswell Rd., and Lane Ave. would be replaced with added Route 707 service. Service around Lakeshore Dr. would be discontinued.	Initial proposal did not include replacement of Rt. 709 Eastlake Pwky. service with increased Rt. 707 service.
815 +	Weekday service would be increased to a 15-minute frequency. Also, route would be shortened to terminate at E. Main St./Madison Ave. instead of north to Broadway. Continuing service along E. Main St. would be available on Routes 864 and 874/875.	
816	Route would be streamlined to operate on Washington St. between Jamacha Rd. and the El Cajon T.C. instead of Main St./Douglas Ave.	
832	Service along the loop of El Nopal, Los Ranchitos Rd., and 2nd St. would be discontinued.	
834 +	Route would be restructured as an hourly , weekday counterclockwise loop from Santee Town Center to West Santee, via Cuyamaca St., Mast Blvd., West Hills Pkwy., and Mission Gorge Rd., and Town Center Pkwy. Service along Mesa Rd. and Prospect Ave. would be discontinued.	Initial proposal was to discontinue route.
838	New Route 838 would replace the eastern part of Route 864 east of East County Square (Los Coches Rd.). Between East County Square and Viejas	Initial proposal was to operate only 12 hours

	Casino, Route 838 would follow the same alignment as current Route 864, operating hourly every day between approx. 6 a.m. and 8 p.m.	per day.
851	Route would be streamlined to operate to/from Highway 94 along Bancroft Dr. instead of Kenwood Dr. Also, service west of Hwy. 125 along Elkelton Blvd., would be discontinued, and weekday peak hour frequency would be reduced to 60 minutes.	
854	Saturday service would be discontinued. Some weekday night service would be reallocated from regular Route 854 (via Baltimore Dr. & Lake Murray Blvd.) to Route 854x (via SR-125).	Initial proposal was to discontinue all regular Rt. 854 (non-Rt. 854X) service.
856	Route 856 service to the Rancho San Diego Village area (Calle Verde and Via Mercado) would be discontinued. Minimal service to the area would remain available on Route 894. Also, Routes 856 and 936 would remain on College Ave. without turning through the College Grove Transit Center (which would still be accessible on Routes 916/917).	
864	Route would operate between El Cajon Transit Center and East County Square on all days. Continuing service to Alpine/Viejas would be available via a transfer with new Route 838 at East County Square. Route would also be streamlined in El Cajon to remain on Madison Ave. and E. Main St., rather than using 2nd St. and Broadway.	
864x	Route would be replaced with service on new Route 838.	
870	Proposed for discontinuation.	
871/872	Route would be replaced with a hourly, weekday-only Route 872, operating a shortened loop via Johnson Ave., Chase Ave., Magnolia Ave., and Douglas Ave./Main Street (same as current Route 872A routing).	Initial proposal was to discontinue route.
874/875	Service to the Granite Hills area would be discontinued, with the route using the current 874A/875A routing along E. Main St. and Jamacha Rd. instead.	
894	No further changes proposed.	Initial proposal was to discontinue service to Parkway Plaza.
901	Minor schedule adjustments and trip changes.	Initial proposal was to discontinue some trips. Ridership will be further evaluated for potential minor adjustments.
905	Route 905 would be realigned to a single variant (instead of 905A/905B) via the current Route 905 alignment between the Otay Mesa border and Airway Rd./La Media Rd., then via La Media Rd. and Otay Mesa Rd. to/from the Iris T.C. Also, weekday frequency would be changed to 30 minutes all day. Service to Britannia Blvd. and the western segment of Airway Rd. (including Southwestern College), and to eastern Otay Mesa Rd. and Sanyo Rd., would be replaced by new Route 85.	Initial proposal did not include implementation of Rt. 85.
906/ 907 +	Saturday and Sunday service would be increased to a 15-minute frequency.	Initial proposal was to only increase Sunday to a 20-minute frequency.
923	Service would be extended in Ocean Beach to Point Loma Ave., replacing Route 35 service south of Newport Ave. Also, Saturday service would be discontinued.	

929	Route 929 would terminate at the 12th & Imperial T.C. instead of City College. Through-service would be available on the Trolley or Routes 12 and 901. Some late trips could be extended to/from Broadway in Downtown.	
936	Routes 856 and 936 would stay on College Ave. without turning into College Grove Transit Center. Service to College Grove Transit Center would remain available on Routes 916/917.	
944	Route would be adjusted to serve Community Rd. and Hilleary Place. Service would be discontinued east of Midland Rd. (and along the Garden Rd. loop).	
945A	No changes proposed.	Initial proposal was to discontinue all Rt. 945A service.
950 +	Westbound frequency would be increased to 10-minutes in the morning peak, and eastbound service to the Otay Mesa border would be extended later in the evening.	
955 +	Weekday service would be increased to a 12-minute frequency.	
962 +	Frequency would be increased to 15 min. on weekdays and 30 min. on weekends. Also, route would be streamlined to Plaza Blvd. and Paradise Valley Rd., instead of Harbison Ave., Reo Dr., Cumberland St. and Potomac St. Local Paradise Hills service would be mostly replaced by Route 963.	
963	Route would be changed on the east end to continue east on Plaza Blvd. to Harbison Ave., and replace the Paradise Hills portion of Route 962, via a loop of Reo Dr., Cumberland St., Saipan Dr., and Alleghany St. Service would operate every 30 minutes on weekdays and hourly on Saturday/Sunday. Service south along Euclid Ave. to Plaza Bonita would be replaced by a realigned Route 968. (Note that Route 968 would remain on Euclid Ave. instead of the Granger Ave./24th St. loop.)	Initial proposal was to discontinue route.
967	Routing would be adjusted to eastbound 4th St. between Euclid Ave. and Harbison Ave, continuing east to Alta Vista (Mariposa Pl./Ava St) via the current routing. Also, Saturday service would be discontinued.	Initial proposal was to discontinue route.
968	Route would be adjusted to operate weekdays only, between 24th St. T.C. and Plaza Bonita. From 4th St., Route 968 would turn south on Euclid Ave. to Sweetwater Rd. and into Plaza Bonita. Route 968 service east of Euclid Ave. and to the Munda Rd. loop would be discontinued.	
969	New route proposal is withdrawn.	Initial proposal was for new Rt. 969 to replace a segment of Rt. 962. Revised recommendation realigns Rt. 963 instead.
992 +	Weekend service would be increased to a 15-minute frequency.	Initial proposal was to maintain current frequencies.

Title VI Analysis

2017 Transit Optimization Plan Major Service Changes

Prepared by the Metropolitan Transit System
September 2017

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Executive Summary

The San Diego Metropolitan Transit System (MTS) has conducted a Title VI analysis of the 2017 proposed series of major bus service changes recommended through the MTS Transit Optimization Plan (TOP), as required by the Federal Transit Administration (FTA). Title VI is a Federal statute and provides that no person shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance. The purpose of this analysis is to ensure that MTS complies with Title VI requirements. MTS has followed FTA's guidelines, published in FTA Circular 4702.1B on October 1, 2012.

The critical elements of this analysis involve a determination of whether or not disparate impacts to minority populations or disproportionate burdens to low-income populations would result from the change. As defined in MTS Policy 42:

> *A disparate impact is found when there is a difference in adverse effects between minority and non-minority populations such that: the adversely affected population is 10 percent or greater minority than the total MTS service area average; or, the benefitting population is 10 percent or more non-minority than the total MTS service area average.*
>
> *A disproportionate burden is found when there is a difference in adverse effects between low-income and non-low-income populations such that: the adversely affected population is 10 percent or more "low-income" than the total MTS service area average; or, the benefitting population is 10 percent or greater "non-low-income" by percentage of total population than the total MTS service area average.*

All changes related to the Transit Optimization Plan have been evaluated jointly, as recommended in the FTA guidelines. The study found that there is no disparate impact and no disproportionate burden resulting from the proposed service change package.

Introduction

The San Diego Metropolitan Transit System (MTS) has undertaken a comprehensive review of its bus transit services as part of its Transit Optimization Plan (TOP). The TOP effort was launched with the goal of thoroughly evaluating the performance and effectiveness of MTS's bus network and to potentially reallocate operating resources to better align with current and future market conditions as well as areas of growing demand for transit service. Most of the service changes recommended as a result of the TOP process are planned to be implemented beginning in January 2018, continuing throughout the end of year, following MTS's standard service change public hearing process. Many of the route changes proposed under the TOP are considered to be major service changes (MTS Policy 42.5B), and as a result the Federal Transit Administration (FTA) requires the execution of a Title VI analysis (FTA C 4702.1B). This Title VI analysis involves the evaluation of the TOP's service recommendations to determine whether they will have a disparate impact on both minority and low-income groups. If disparate impacts or disproportionate burdens are found, this analysis will identify the available service alternatives and mitigation strategies that can be used to minimize them.

Background

Qualification as Major Service Change

MTS Policy 42 defines major service changes as those that represent a change that is greater than 25 percent of a route, measured by various criteria including hours, miles, route miles, and span-of-service. This definition was developed with public input as part of a public engagement process during June 2013 when MTS held a public hearing to solicit feedback from stakeholders. According to the policy, MTS will conduct a Title VI analysis on any of the following changes before a final implementation decision is made:

- A change that is greater than 25 percent of a route's weekly in-service miles or hours.
- An increase or reduction in the average weekly span-of service of more than 25 percent.
- The implementation of a new route or the discontinuation of an existing route.
- A routing change that affects more than 25 percent of a route's Directional Route Miles and more than 25 percent of the route's bus stops.

Several of the proposed changes fall under these categories, and are listed in Appendix A.

Purpose of MTS Service Changes

The service changes are being proposed as part of the MTS Transit Optimization Plan (TOP). The TOP effort was launched with the goal of thoroughly evaluating the performance and effectiveness of MTS's bus network and to potentially reallocate operating resources to better align with current and future market conditions as well as areas of growing demand for transit service.

Definition of Low-income and Minority Groups

FTA Circular 4702.1B encourages recipients to use a locally developed threshold for low-income person that is "at least as inclusive as the HHS poverty guidelines." In coordination with SANDAG, MTS defines a low-income person as an individual whose household income is at or below 200 percent of the poverty level as defined by the United States Census Bureau. The FTA defines minority persons as the following: American Indian and Alaska Native, Asian, African American, Hispanic or Latino, and Native Hawaiian or other Pacific Islander.

Disparate Impact and Disproportionate Burden to Low-income and Minority Populations

This analysis considers the percentage of minority and low income persons by route in each census block group that the route serves. It identifies which route changes could potentially have a disparate impact or disproportionate burden. In order to provide the standard for the analysis, this section defines the criteria that MTS considers qualifications for a disparate impact or disproportionate burden.

The FTA defines a disparate impact as "a facially neutral policy or practice that disproportionately affects members of a group identified by race, color, or national origin, where the recipient's policy or practice lacks a substantial legitimate justification and where there exists one or more alternatives that would serve the same legitimate objectives but with less disproportionate effect on the basis of race, color, or national origin (FTA C 4702.1B Chapter I-2)."

MTS Policy 42.6b uses the phrase, "disparate impact," when speaking of minorities, and the phrase, "disproportionate burden," when speaking of low-income impacts. This report uses these phrases to differentiate the two. Both are defined as follows:

A **disparate impact** is found when there is a difference in adverse effects between minority and non-minority populations such that: the adversely affected population is 10 percent or greater minority by percentage of total population than the total MTS service area average; or, the benefitting population is 10 percent or more non-minority than the total MTS service area average. *For example, if the total MTS service area average is 55% minority, then a proposed service change that adversely affects a population that is 65% minority or greater would be defined as a disparate impact.* If MTS chooses to implement a proposed major service change despite a finding of a disparate impact, MTS may only do so if there is a substantial justification for the change, and there are no alternatives that would have a less disparate impact and still accomplish the goals of the change (MTS Policy 42.6b).

A **disproportionate burden** is found when there is a difference in adverse effects between low-income and non-low-income populations such that: the adversely affected population is 10 percent or more "low-income" than the total MTS service area average; or, the benefitting population is 10 percent or greater "non-low-income" by percentage of total population than the total MTS service area average. *For example, if the total MTS service area average is 20% "low-income," then a proposed service change that benefits a population that is 90% or greater "non-low-income" would be defined as a disproportionate burden.* If MTS chooses to implement a proposed change despite a finding of disproportionate burden, MTS may only do so if steps are taken to avoid or minimize impacts where practicable, and MTS provides a description of alternatives available to affected low-income populations (MTS Policy 42.6b).

Table 1 shows the total MTS service area averages for minority and low-income populations, based on the data from the 2015 American Community Survey 5 year estimates, 2010-2015:

Table 1 – Service Area Averages

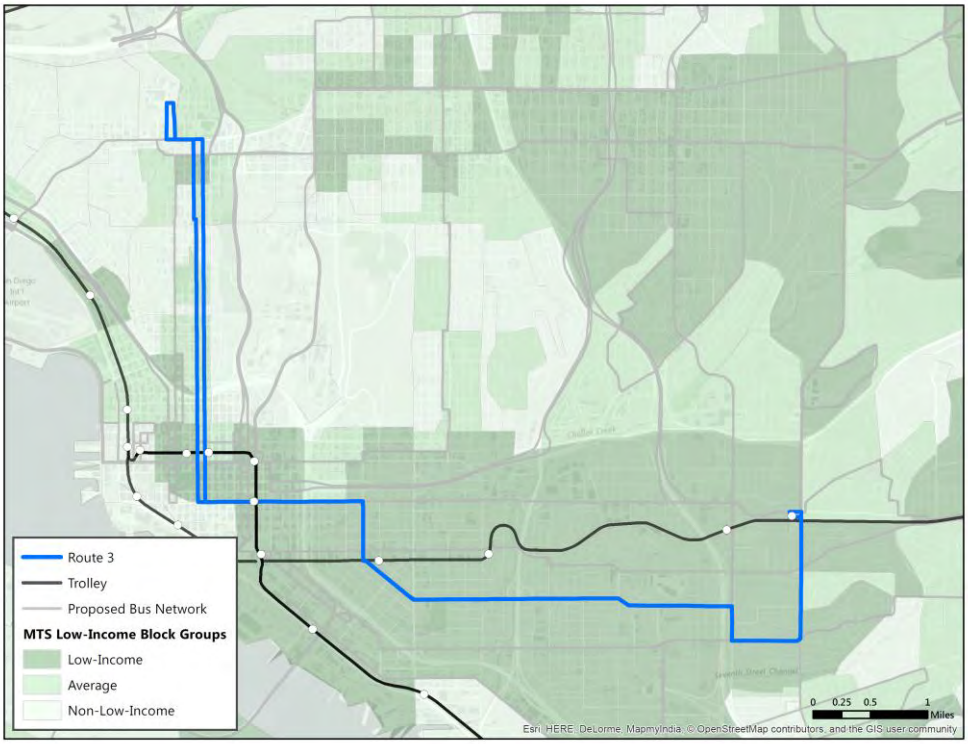
Population	Service Area Average
Minority	56.5%
Low-income	32.7%

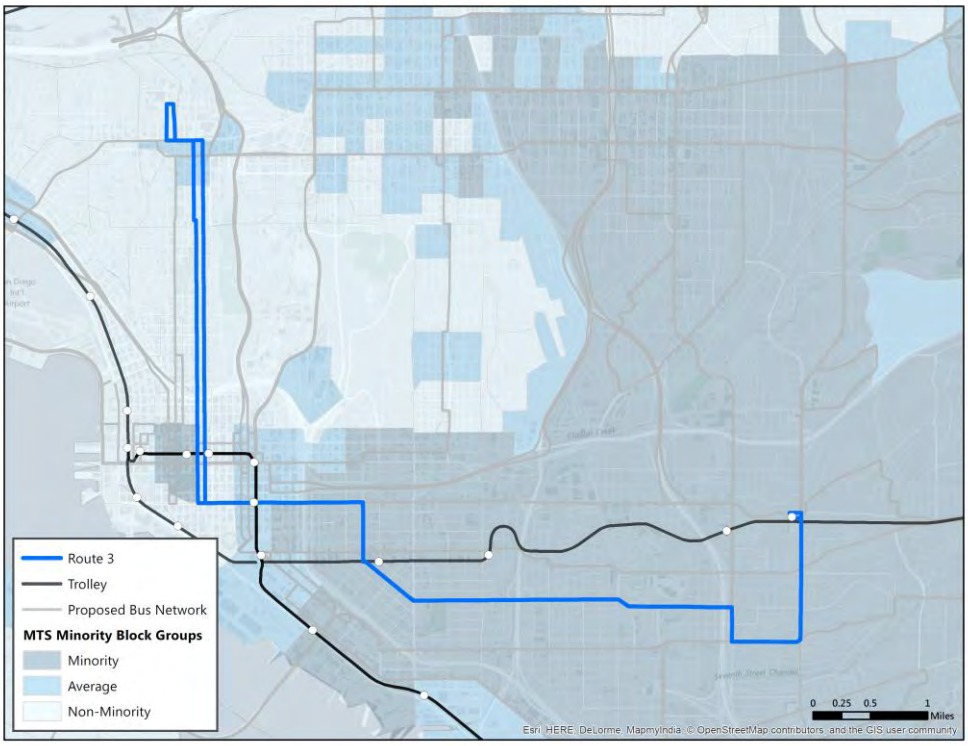
Proposed Service Changes

Appendix A provides a brief description of each new route addition or proposed route change, including a determination of whether the change constitutes a Major Service Change under MTS Policy 42. Route changes considered to be major service changes under MTS Policy 42 are profiled in the following section.

Each profile includes two maps of the proposed route: one with percentage of low-income population census block groups, and one with percentage of minority census block groups. They will also include a short description of the proposed route change, as well as current ridership numbers (if applicable), population demographics, and available alternatives (if applicable).

Route 3


Route 3
Trolley
Proposed Bus Network
MTS Low-Income Block Groups
Low-Income
Average
Non-Low-Income
0 0.25 0.5 1
Miles
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Route 3
Trolley
Proposed Bus Network
MTS Minority Block Groups
Minority
Average
Non-Minority
0 0.25 0.5 1
Miles
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Route 3 Proposal

Weekday frequency would be increased from 15 to 12 minutes, and Sunday frequency would be increased from 60 to 30 minutes.

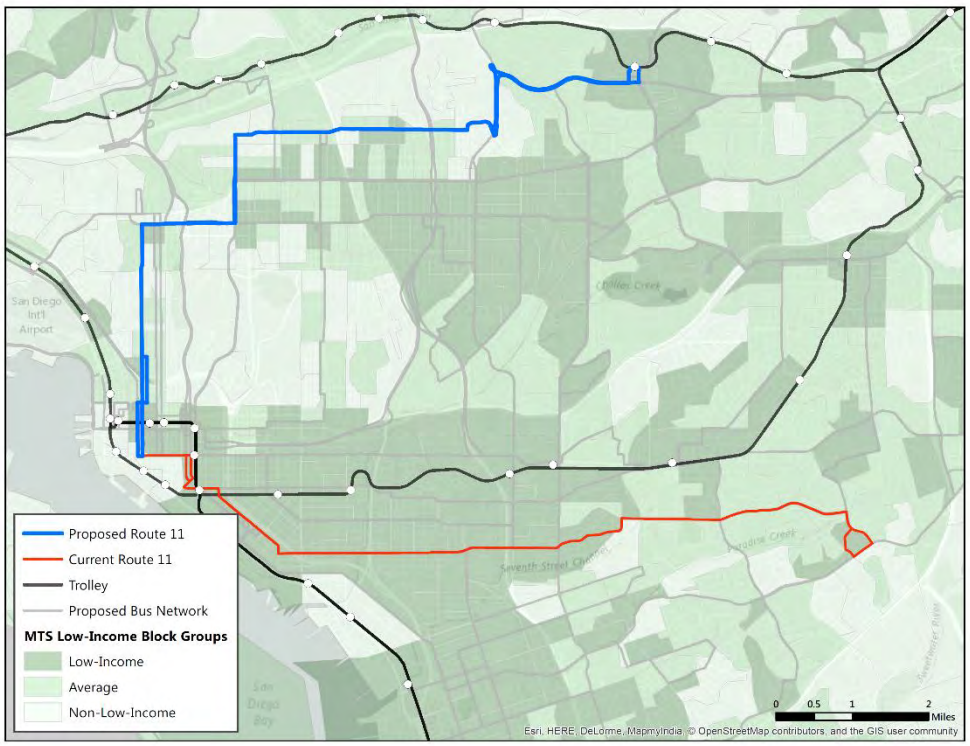
Ridership (FY 2016)

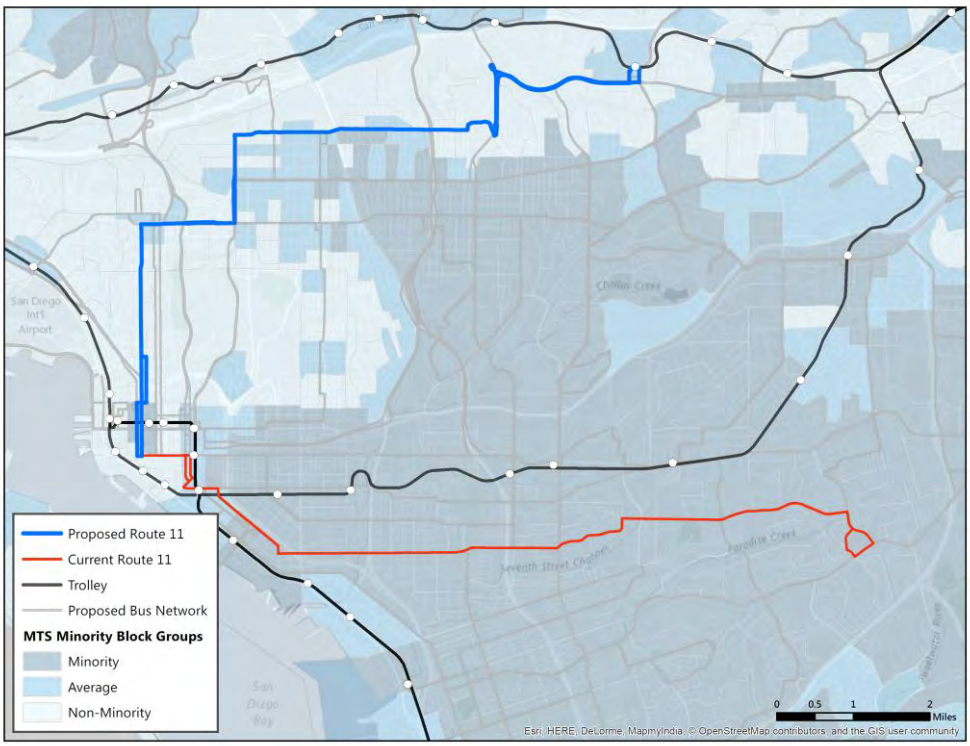
Route	Service Change	Average Weekday	Average Saturday	Average Sunday	Annual Total
3	Additional service	5,590	2,586	1,092	1,630,246

Demographics

Route	Service Change	Percent Minority	Percent Low-Income
3	Additional service	69.2%	45.2%

Route 11


Proposed Route 11
Current Route 11
Trolley
Proposed Bus Network
MTS Low-Income Block Groups
Low-Income
Average
Non-Low-Income
0 0.5 1 2
Miles
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Proposed Route 11
Current Route 11
Trolley
Proposed Bus Network
MTS Minority Block Groups
Minority
Average
Non-Minority
0 0.5 1 2
Miles
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Route 11 Proposal

Route 11 would be split into two routes: The northern segment would remain Route 11, operating between Downtown San Diego and SDSU via the current alignment. The routing in Downtown would be: southbound on Front St., left on Market St., and left on First Ave. to the terminal at First Ave./G St. Hours and frequency would be similar to current service.

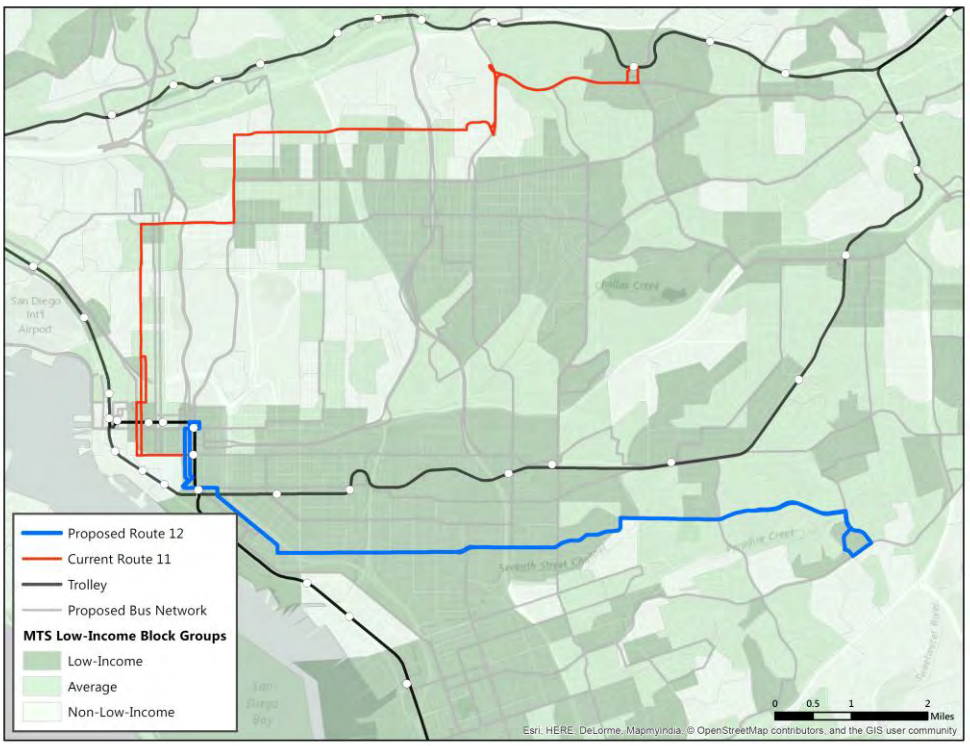
Ridership (FY 2016)

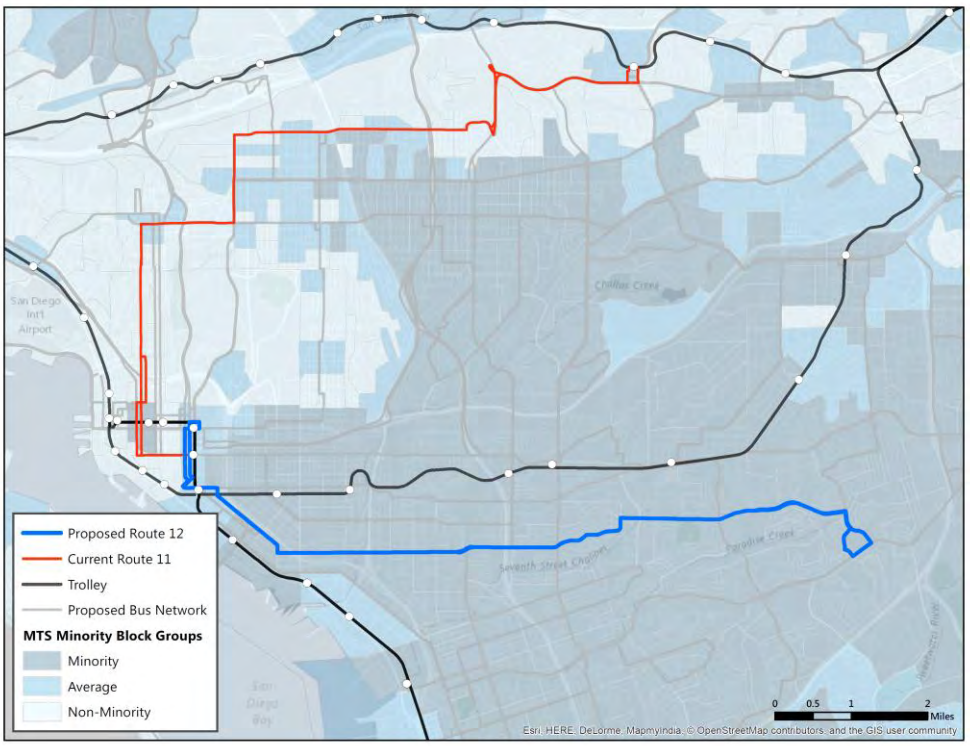
Route	Service Change	Average Weekday	Average Saturday	Average Sunday	Annual Total
11	Reconfigured	7,676	3,616	1,946	2,270,364

Demographics

Route	Service Change	Percent Minority	Percent Low-Income
11 – Existing	Reconfigured	61.7%	42.6%
11 – Proposed	Reconfigured	37.7%	32.2%

Route 12


Proposed Route 12
Current Route 11
Trolley
Proposed Bus Network
MTS Low-Income Block Groups
Low-Income
Average
Non-Low-Income
0 0.5 1 2
Miles
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Proposed Route 12
Current Route 11
Trolley
Proposed Bus Network
MTS Minority Block Groups
Minority
Average
Non-Minority
0 0.5 1 2
Miles
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Route 12 Proposal

New route number for the southern half of the current Route 11, operating between Skyline Hills and the City College Transit Center in Downtown San Diego along the current alignment to Imperial Ave. In Downtown, Route 12 would use 10th and 11th Avenues between Imperial Ave. and the City College Transit Center. Hours and frequency would be similar to current service.

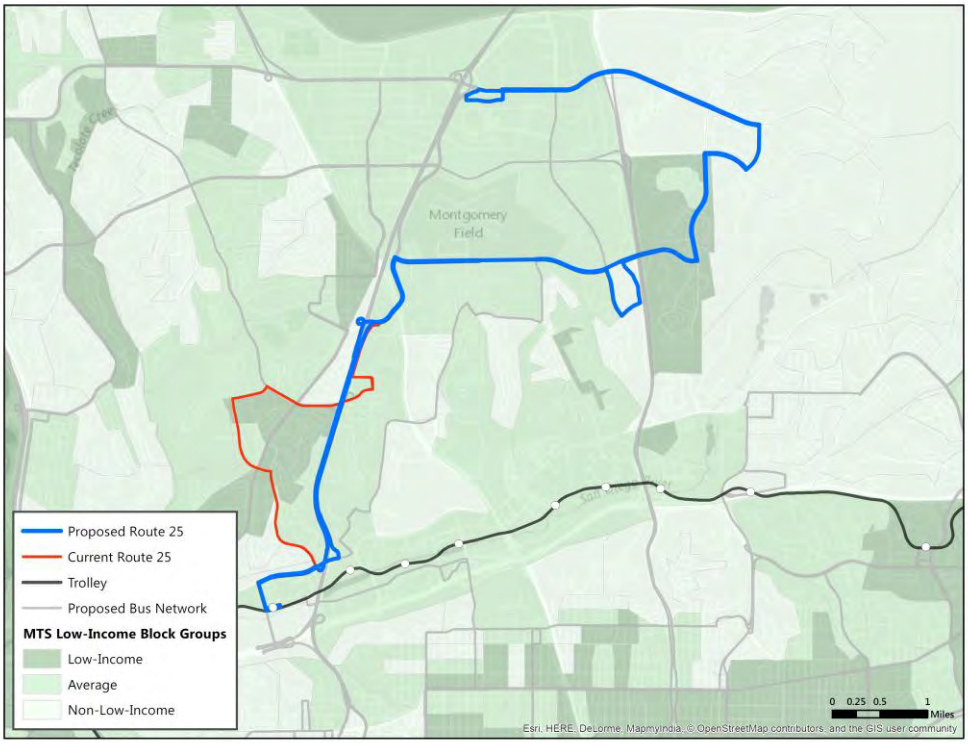
Ridership (FY 2016)

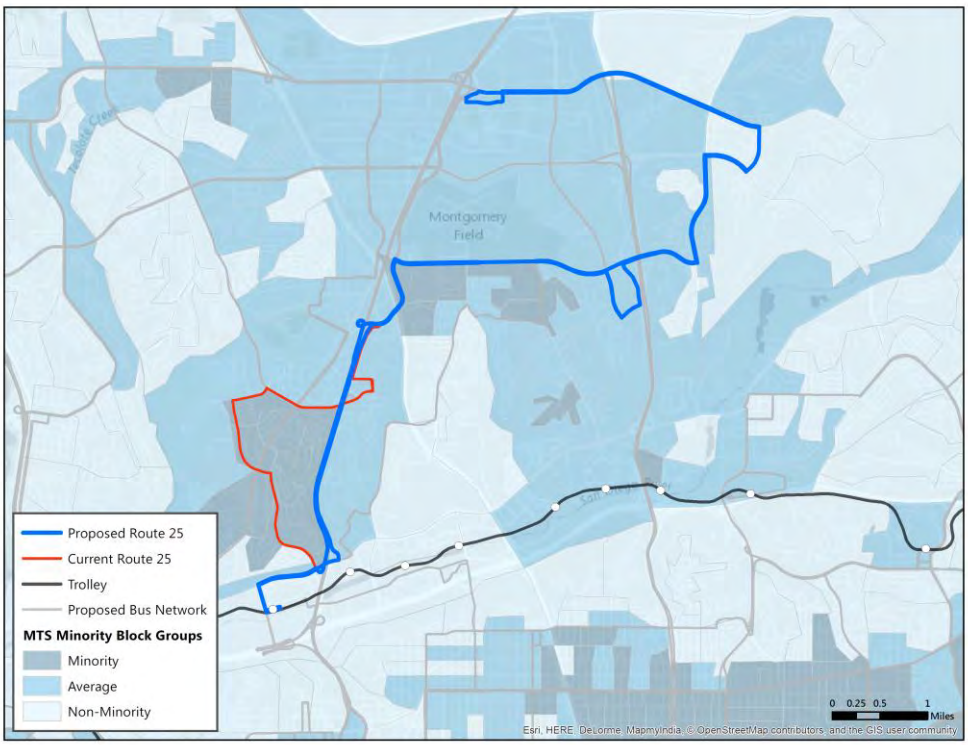
None – new route.

Demographics

Route	Service Change	Percent Minority	Percent Low-Income
12 – Proposed	New Service	84.4%	51.3%

Route 25


Montgomery Field
Proposed Route 25
Current Route 25
Trolley
Proposed Bus Network
MTS Low-Income Block Groups
Low-Income
Average
Non-Low-Income
0 0.25 0.5 1
Miles
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Montgomery Field
Proposed Route 25
Current Route 25
Trolley
Proposed Bus Network
MTS Minority Block Groups
Minority
Average
Non-Minority
0 0.25 0.5 1
Miles
Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and the GIS user community

Route 25 Proposal

Route would be streamlined to use Highway 163 and Friars Rd. between Mesa College Drive and Fashion Valley. Local service between Mesa College Drive and Fashion Valley would remain on other routes as follows: Health Center Dr. on Route 120, Genesee Ave. on Routes 41 & 120, and Ulric St. on Route 120. Service on Comstock St. (west of Linda Vista Rd.) and Osler St. would be discontinued.

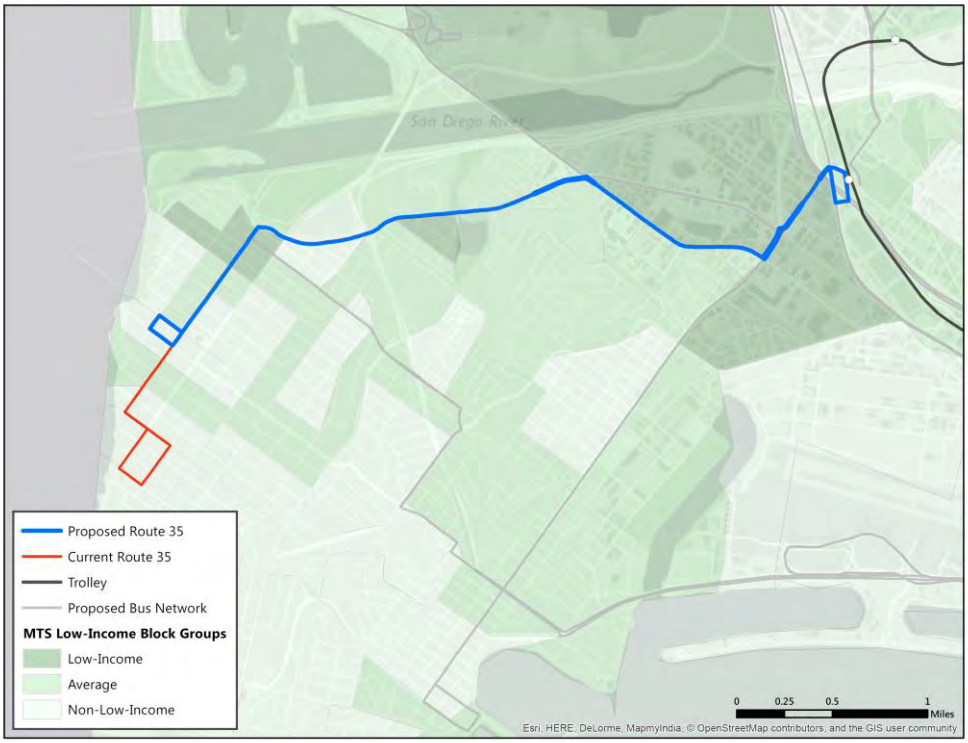
Ridership (FY 2016)

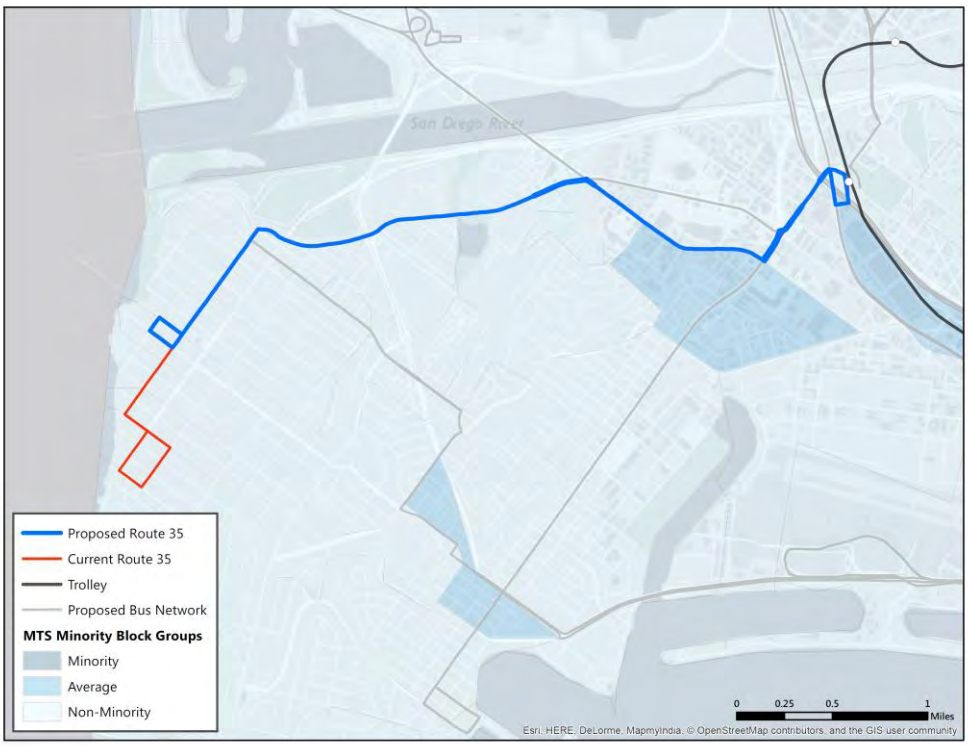
Route	Service Change	Average Weekday	Average Saturday	Average Sunday	Annual Total
25	Reconfigured	386	-	-	98,562

Demographics

Route	Service Change	Percent Minority	Percent Low-Income
25 – Existing	Reconfigured	55.8%	35.2%
25 – Proposed	Reconfigured	51.8%	34.2%

Route 35


Proposed Route 35
Current Route 35
Trolley
Proposed Bus Network
MTS Low-Income Block Groups
Low-Income
Average
Non-Low-Income
0 0.25 0.5 1
Miles
Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and the GIS user community


Proposed Route 35
Current Route 35
Trolley
Proposed Bus Network
MTS Minority Block Groups
Minority
Average
Non-Minority
0 0.25 0.5 1
Miles
Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and the GIS user community

Route 35 Proposal

Weekday frequency would be increased from 30 to 15 minutes. Service south of Newport Ave. would be replaced on weekdays by an extended Route 923 to Point Loma Ave., and discontinued in the later evening and on Saturdays.

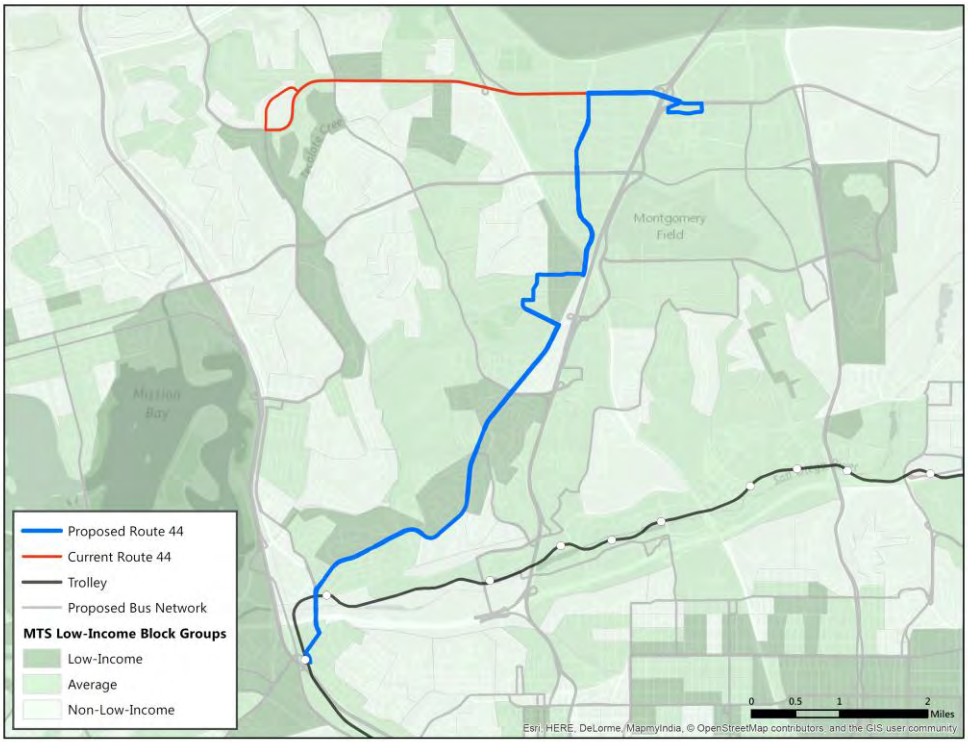
Ridership (FY 2016)

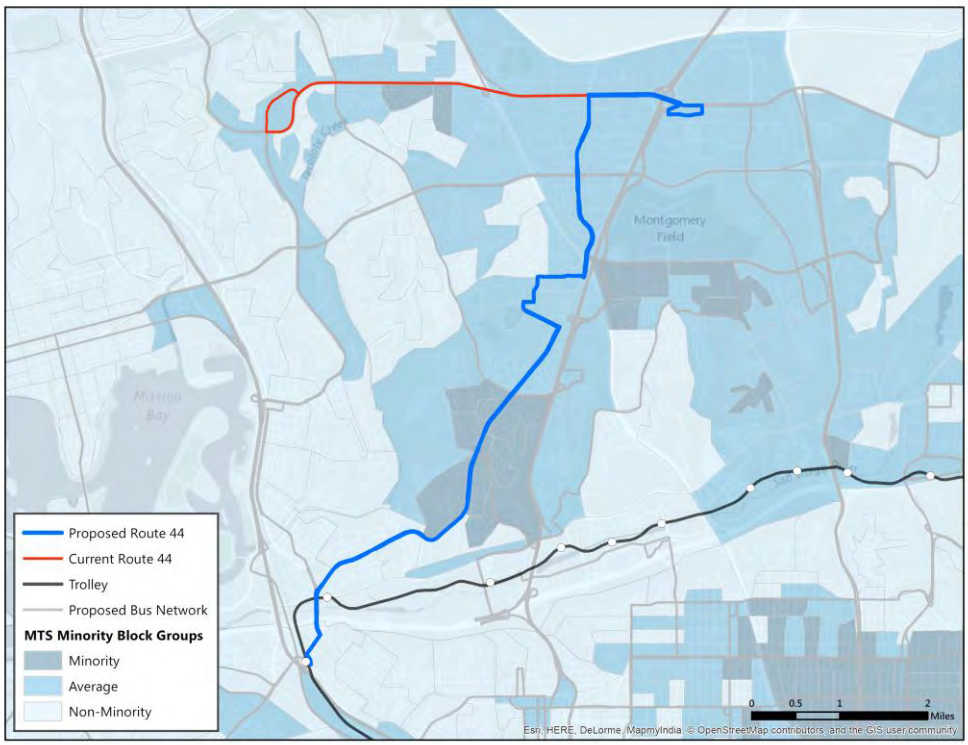
Route	Service Change	Average Weekday	Average Saturday	Average Sunday	Annual Total
35	Reconfigured	1,750	1,370	1,006	581,074

Demographics

Route	Service Change	Percent Minority	Percent Low-Income
35 – Existing	Reconfigured	27.7%	29.5%
35 – Proposed	Reconfigured	30.1%	32.5%

Route 44


Montgomery Field
Mission Bay
Proposed Route 44
Current Route 44
Trolley
Proposed Bus Network
MTS Low-Income Block Groups
Low-Income
Average
Non-Low-Income
0 0.5 1 2
Miles
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Montgomery Field
Mission Bay
Proposed Route 44
Current Route 44
Trolley
Proposed Bus Network
MTS Minority Block Groups
Minority
Average
Non-Minority
0 0.5 1 2
Miles
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Route 44 Proposal

The northern end of Route 44 would be realigned on Clairemont Mesa Blvd. to serve east of Convoy St. to the Kearny Mesa Transit Center (instead of west to Clairemont Square). Service on Clairemont Mesa Blvd. between Convoy St. and Clairemont Square would be replaced by a revised Route 105.

Ridership (FY 2016)

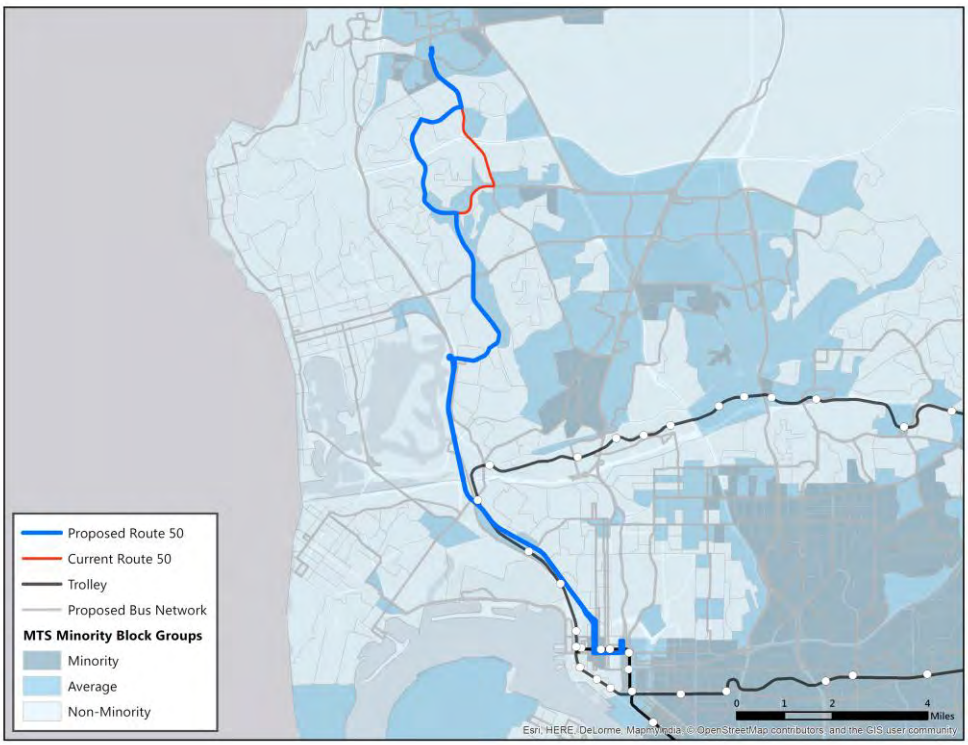
Route	Service Change	Average Weekday	Average Saturday	Average Sunday	Annual Total
44	Reconfigured	4,074	2,110	1,401	1,237,697

Demographics

Route	Service Change	Percent Minority	Percent Low-Income
44 – Existing	Reconfigured	55.5%	36.5%
44 – Proposed	Reconfigured	58.4%	39.3%

Route 50


Proposed Route 50
Current Route 50
Trolley
Proposed Bus Network
MTS Low-Income Block Groups
Low-Income
Average
Non-Low-Income
0 1 2 4
Miles
Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and the GIS user community


Proposed Route 50
Current Route 50
Trolley
Proposed Bus Network
MTS Minority Block Groups
Minority
Average
Non-Minority
0 1 2 4
Miles
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Route 50 Proposal

Route would be adjusted in Clairemont and University City to use Regents Rd. and Governor Drive. Midday service would be discontinued between approximately 10 a.m. and 2 p.m. Alternative midday service would remain available on Route 41 on Genesee Ave. and Route 105 on Clairemont Dr.

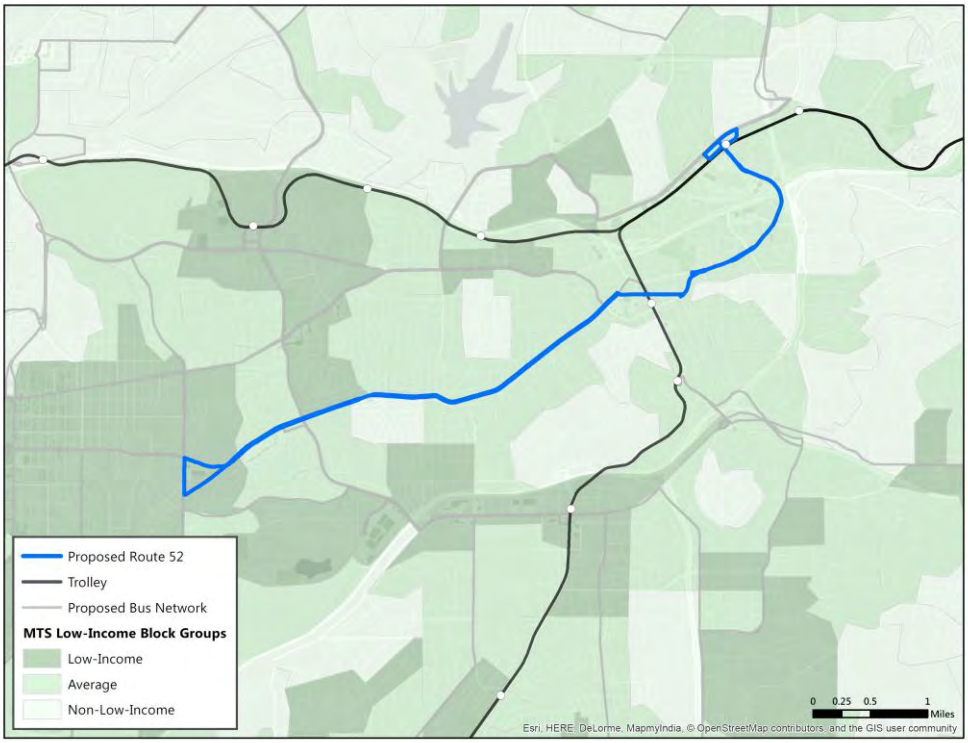
Ridership (FY 2016)

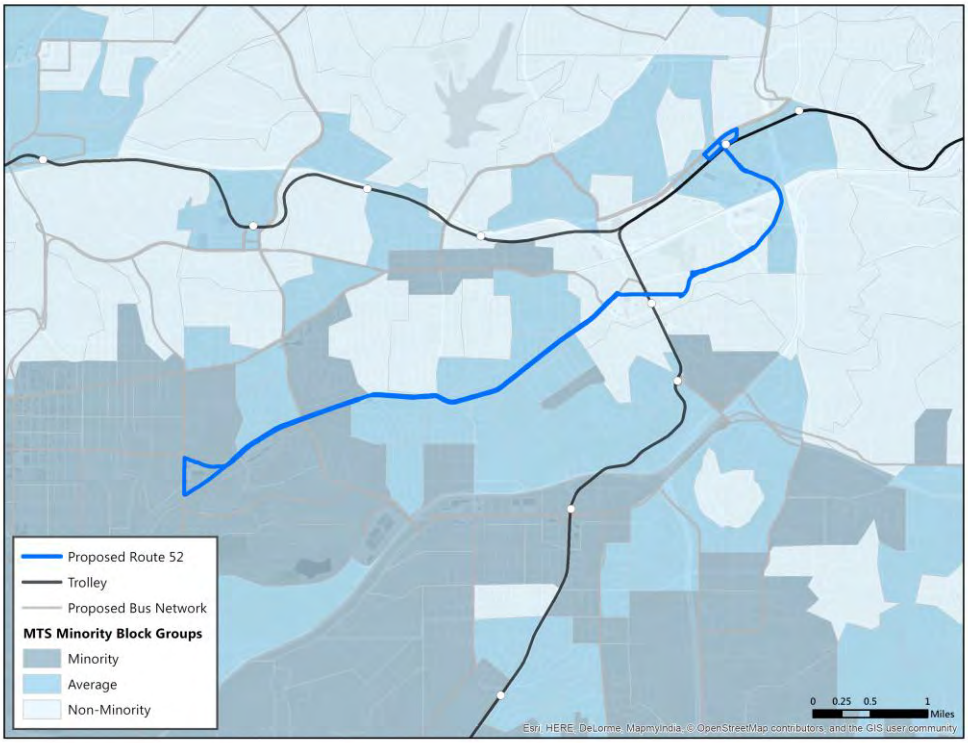
Route	Service Change	Average Weekday	Average Saturday	Average Sunday	Annual Total
50	Reconfigured	954	-	-	245,983

Demographics

Route	Service Change	Percent Minority	Percent Low-Income
50 – Existing	Reconfigured	40.1%	30.7%
50 – Proposed	Reconfigured	37.9%	29.6%

Route 52


Proposed Route 52
Trolley
Proposed Bus Network
MTS Low-Income Block Groups
Low-Income
Average
Non-Low-Income
0 0.25 0.5 1
Miles
Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and the GIS user community


Proposed Route 52
Trolley
Proposed Bus Network
MTS Minority Block Groups
Minority
Average
Non-Minority
0 0.25 0.5 1
Miles
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Route 52 Proposal

New Route 52 would replace eastern segments of Routes 1 and 7, operating between University Ave./54th St. and the Grossmont Transit Center via University Ave., Allison Ave., La Mesa Blvd. and Grossmont Blvd. 30-minute frequency, 7 days/week.

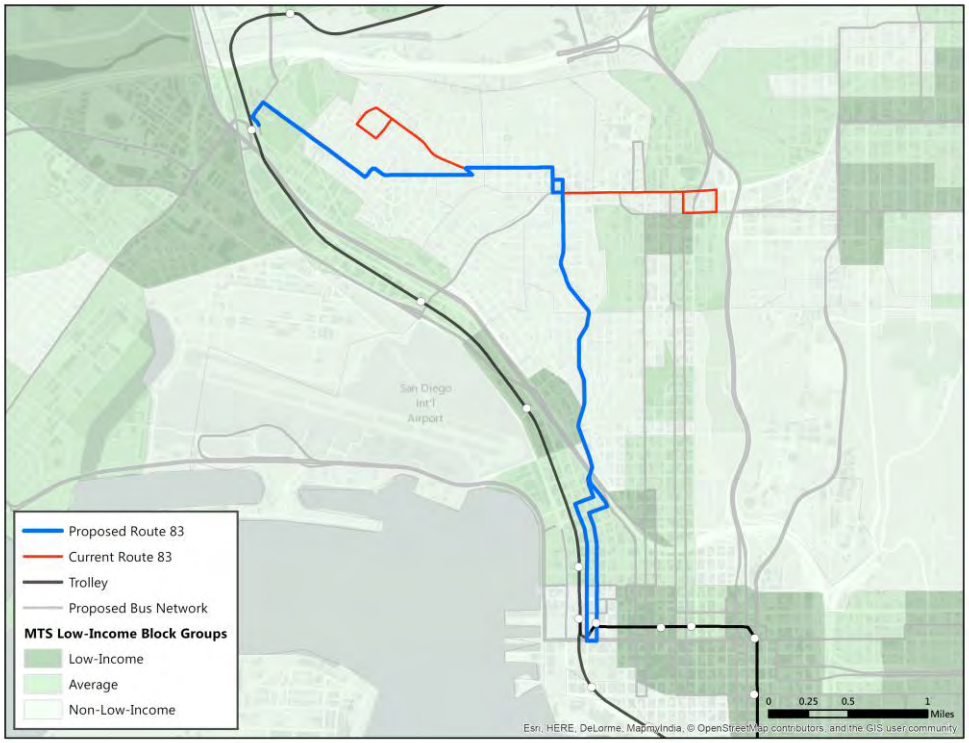
Ridership (FY 2016)

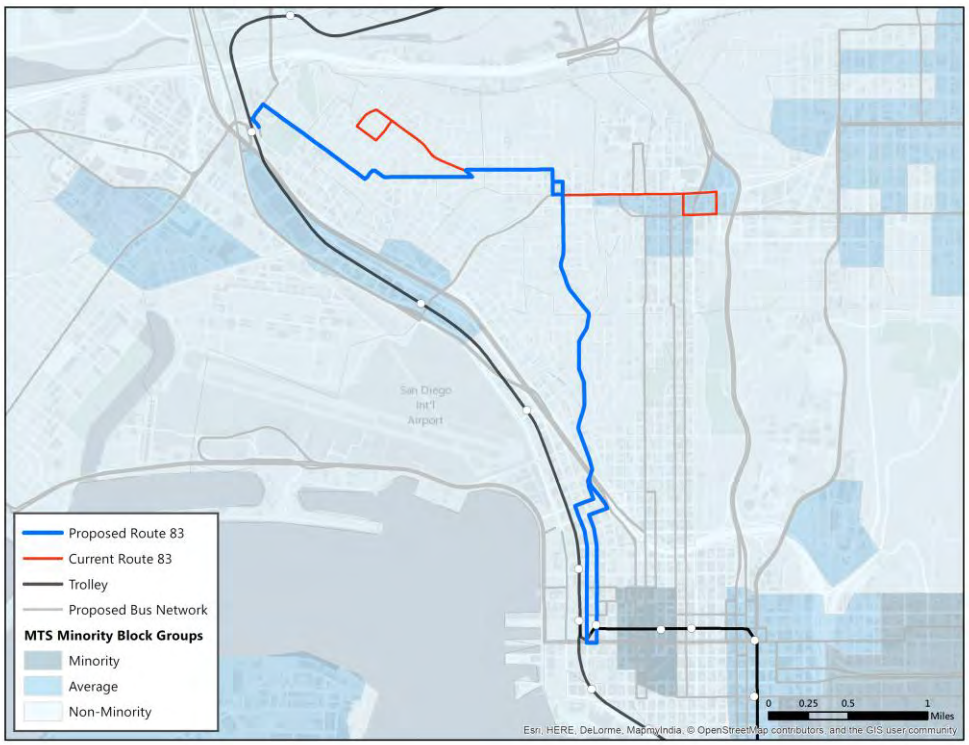
None – new route.

Demographics

Route	Service Change	Percent Minority	Percent Low-Income
52 – Proposed	New Service	56.0%	35.9%

Route 83


Proposed Route 83
Current Route 83
Trolley
Proposed Bus Network
MTS Low-Income Block Groups
Low-Income
Average
Non-Low-Income
San Diego Int'l Airport
0 0.25 0.5 1 Miles
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Proposed Route 83
Current Route 83
Trolley
Proposed Bus Network
MTS Minority Block Groups
Minority
Average
Non-Minority
San Diego Int'l Airport
0 0.25 0.5 1 Miles
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Route 83 Proposal

Route 83 would be adjusted as follows: service would operate weekday middays only (approx. 8 a.m. - 3 p.m.); Rt. 83 would be disc. along Washington St. and into Hillcrest, which would remain served by Route 10; the northern terminal would move to Old Town, and the Fort Stockton Dr. segment would change to Sunset Blvd./Juan St.

Ridership (FY 2016)

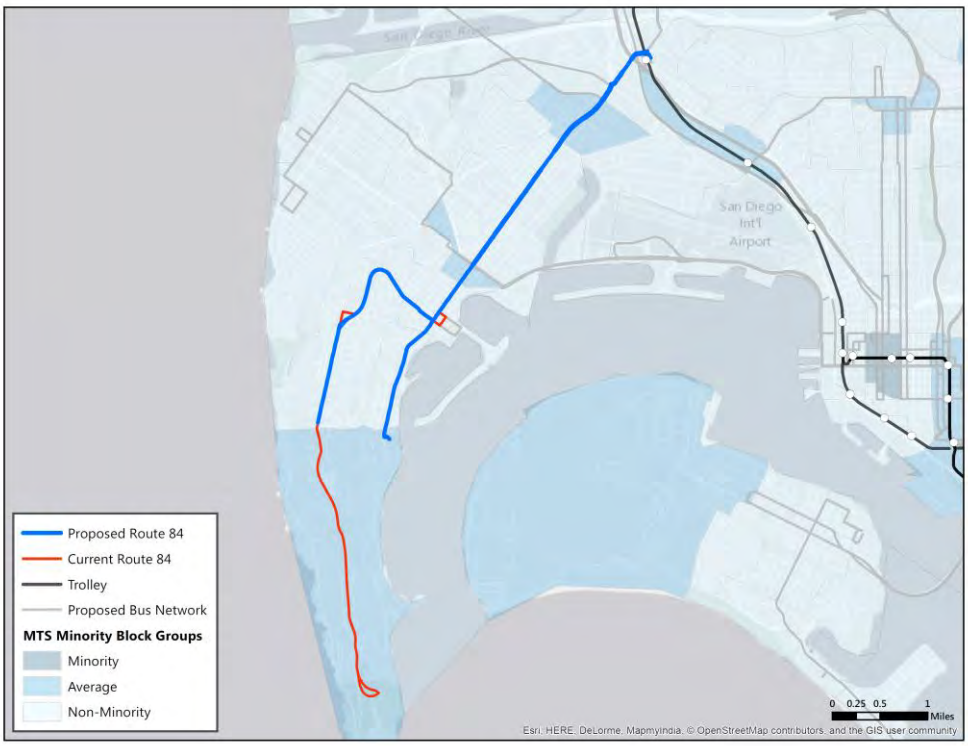
Route	Service Change	Average Weekday	Average Saturday	Average Sunday	Annual Total
83	Reconfigured	128	-	-	32,839

Demographics

Route	Service Change	Percent Minority	Percent Low-Income
83 – Existing	Reconfigured	31.8%	23.6%
83 – Proposed	Reconfigured	32.5%	24.6%

Route 84


Proposed Route 84
Current Route 84
Trolley
Proposed Bus Network
MTS Low-Income Block Groups
Low-Income
Average
Non-Low-Income
San Diego Int'l Airport
0 0.25 0.5 1
Miles
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Proposed Route 84
Current Route 84
Trolley
Proposed Bus Network
MTS Minority Block Groups
Minority
Average
Non-Minority
San Diego Int'l Airport
0 0.25 0.5 1
Miles
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Route 84 Proposal

Service would operate during weekday peak hours only, operating two round trips in the morning and two round trips in the afternoon, between Old Town Transit Center, SPAWAR Main Gate (via Cañon St), and the Sub Base Main Gate. Midday service and all service to Cabrillo Monument would be discontinued.

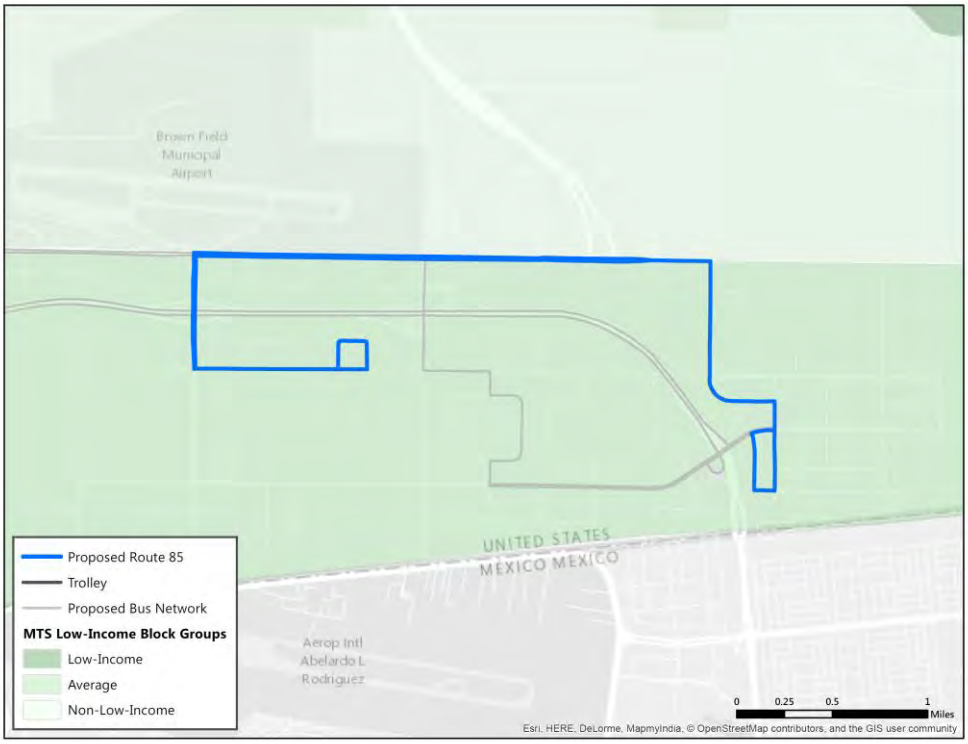
Ridership (FY 2016)

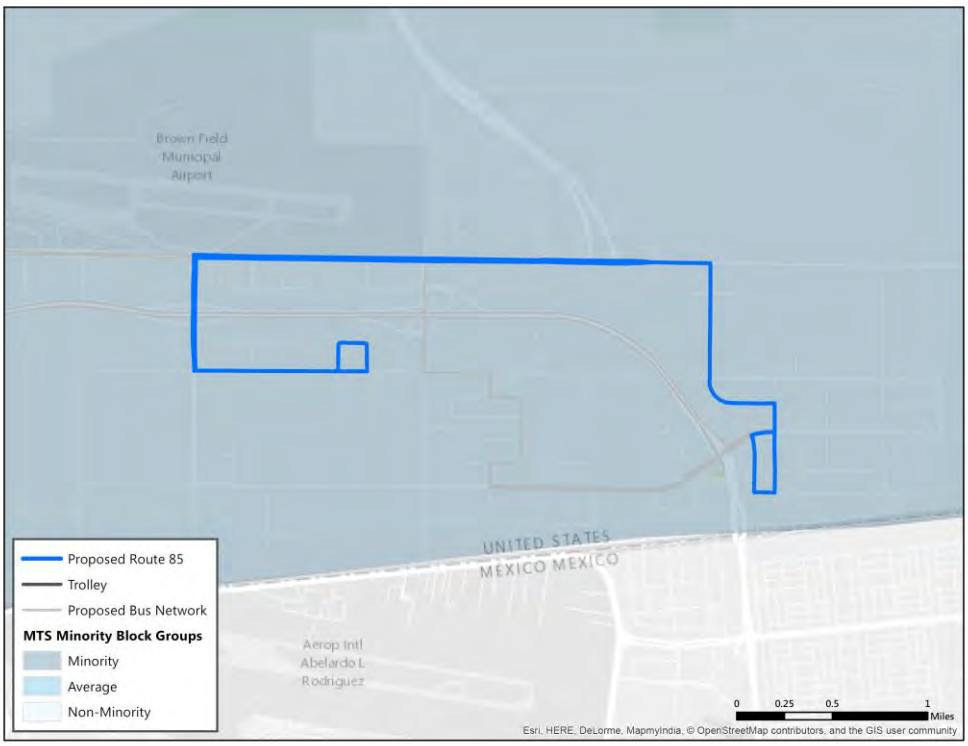
Route	Service Change	Average Weekday	Average Saturday	Average Sunday	Annual Total
84	Reconfigured	119	-	-	32,839

Demographics

Route	Service Change	Percent Minority	Percent Low-Income
84 – Existing	Reconfigured	19.0%	14.5%
84 – Proposed	Reconfigured	35.4%	28.1%

Route 85


Brown Field Municipal Airport
UNITED STATES
MÉXICO MEXICO
Aerop Intl Abelardo L Rodriguez
Proposed Route 85
Trolley
Proposed Bus Network
MTS Low-Income Block Groups
Low-Income
Average
Non-Low-Income
0 0.25 0.5 1
Miles
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Brown Field Municipal Airport
UNITED STATES
MÉXICO MEXICO
Aerop Intl Abelardo L Rodriguez
Proposed Route 85
Trolley
Proposed Bus Network
MTS Minority Block Groups
Minority
Average
Non-Minority
0 0.25 0.5 1
Miles
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Route 85 Proposal

Implement new route to replace Route 905 service to northeastern and southwestern Otay Mesa proposed for discontinuation. Service would operate hourly 7 days/week.

Ridership (FY 2016)

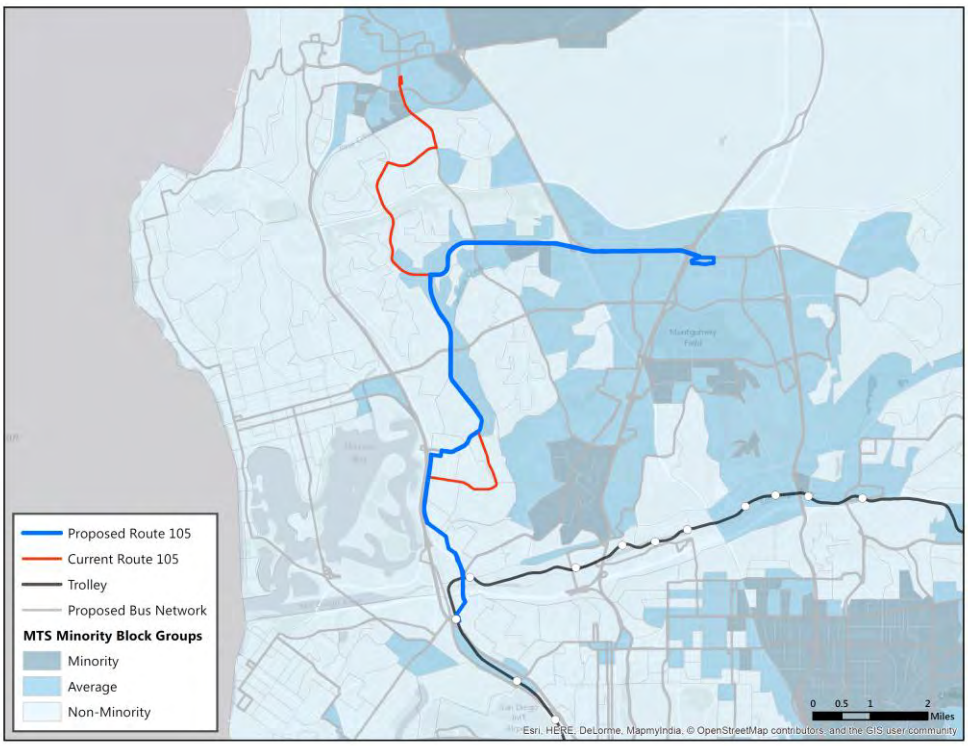
None – new route.

Demographics

Route	Service Change	Percent Minority	Percent Low-Income
85 – Proposed	New Service	81.4%	26.8%

Route 105


Proposed Route 105
Current Route 105
Trolley
Proposed Bus Network
MTS Low-Income Block Groups
Low-Income
Average
Non-Low-Income
0 0.5 1 2
Miles
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Proposed Route 105
Current Route 105
Trolley
Proposed Bus Network
MTS Minority Block Groups
Minority
Average
Non-Minority
0 0.5 1 2
Miles
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Route 105 Proposal

Route 105 would be adjusted as follows: the northern end would be realigned to operate east from Clairemont Square to KMTC, replacing Route 44 along Clairemont Mesa Blvd.; frequency along Clairemont Mesa Blvd. between KMTC and Clairemont Square would be 15 minutes on weekdays; the Route 105 segment between Clairemont Square and UTC would be replaced during weekday peak hours by a realigned Route 50; service along Milton St. and Burgener Blvd. would be discontinued and operated via Ingulf St. and Denver St. (current Route 105A routing).

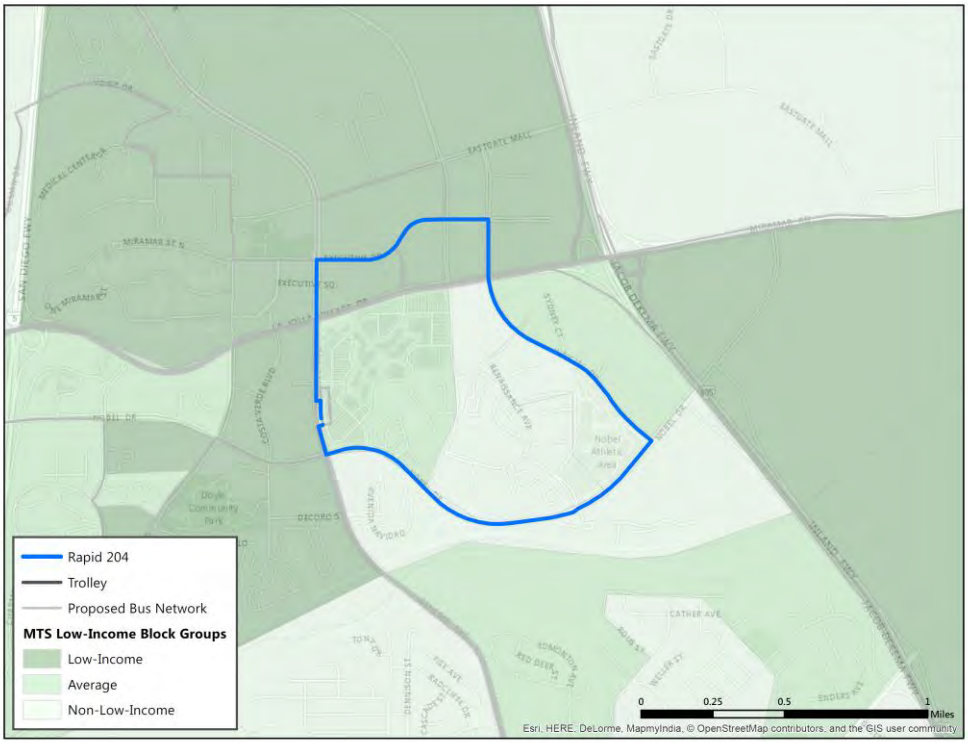
Ridership (FY 2016)

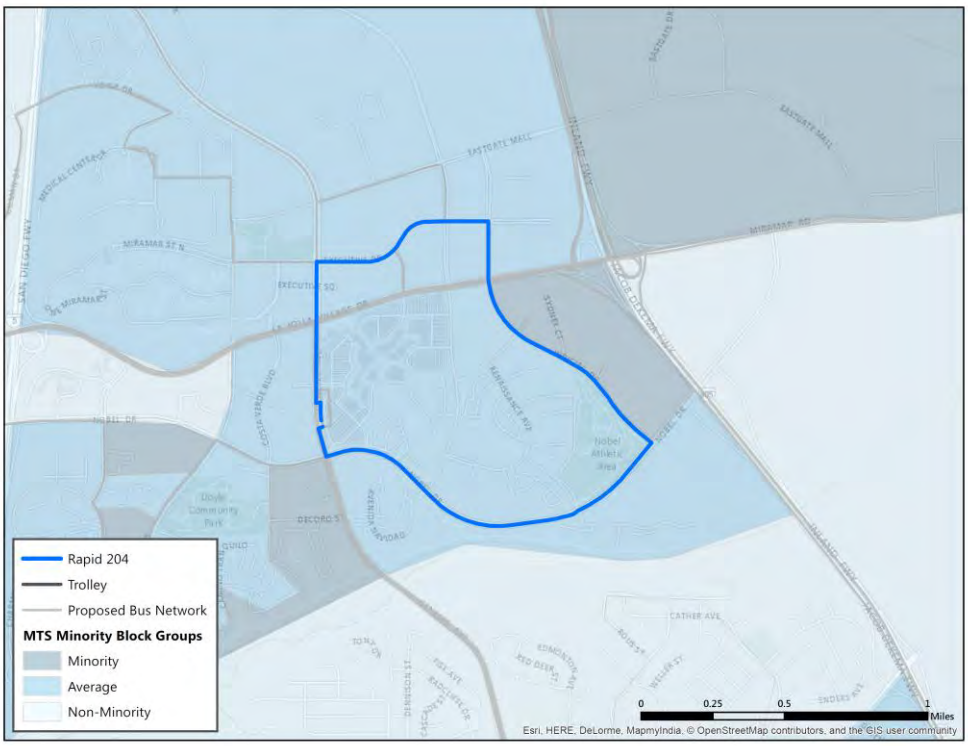
Route	Service Change	Average Weekday	Average Saturday	Average Sunday	Annual Total
105	Reconfigured	1,205	546	372	359,151

Demographics

Route	Service Change	Percent Minority	Percent Low-Income
105 – Existing	Reconfigured	38.8%	30.0%
105 – Proposed	Reconfigured	41.1%	28.9%

Rapid 204


Rapid 204
Trolley
Proposed Bus Network
MTS Low-Income Block Groups
Low-Income
Average
Non-Low-Income
0
0.25
0.5
1
Miles
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Rapid 204
Trolley
Proposed Bus Network
MTS Minority Block Groups
Minority
Average
Non-Minority
0
0.25
0.5
1
Miles
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Rapid 204 Proposal

Weekday frequency would be reduced from 15 to 30 minutes, and weekend service would be discontinued.

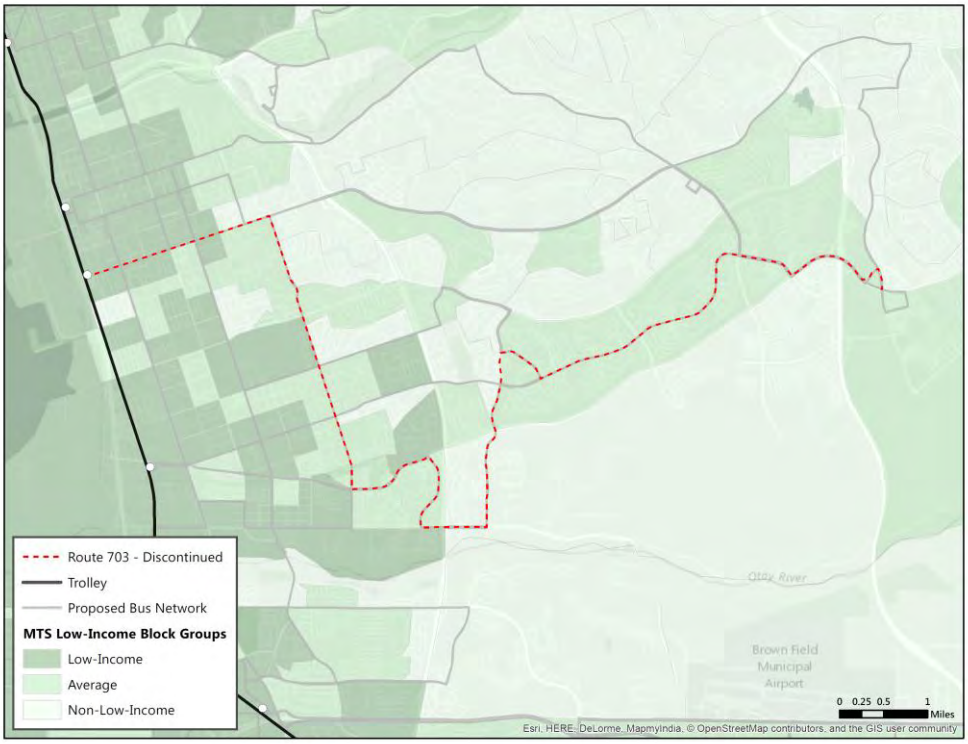
Ridership (FY 2016)

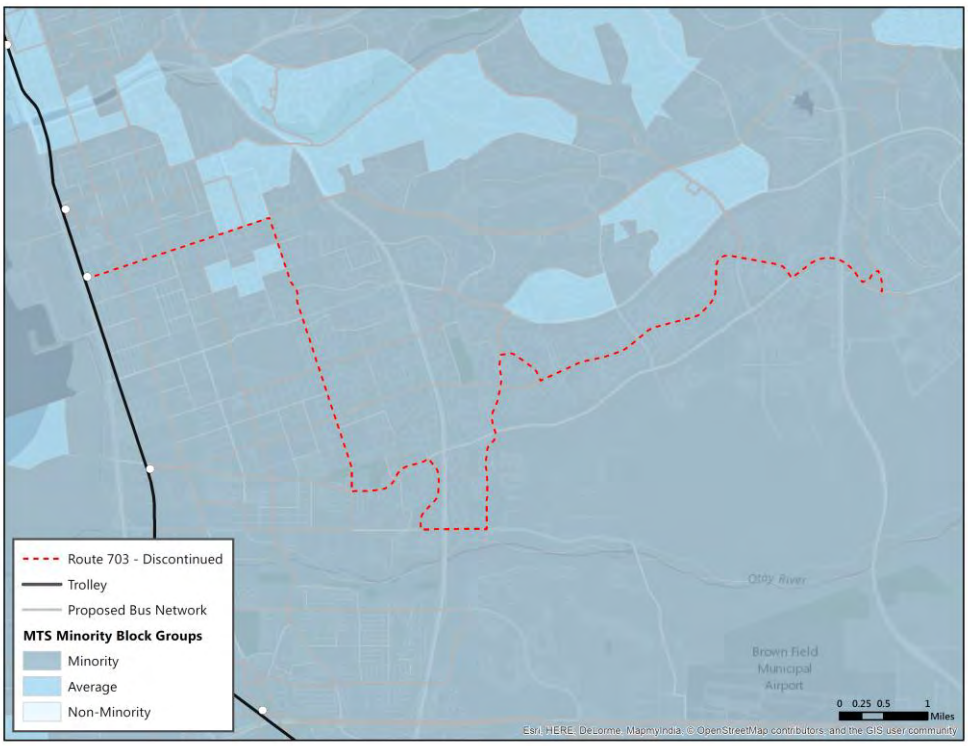
Route	Service Change	Average Weekday	Average Saturday	Average Sunday	Annual Total
204	Service reduction	498	211	188	149,600

Demographics

Route	Service Change	Percent Minority	Percent Low-Income
204 – Existing	Service reduction	53.2%	40.5%

Route 703


Route 703 - Discontinued
Trolley
Proposed Bus Network
MTS Low-Income Block Groups
Low-Income
Average
Non-Low-Income
Otay River
Brown Field Municipal Airport
0 0.25 0.5 1
Miles
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Route 703 - Discontinued
Trolley
Proposed Bus Network
MTS Minority Block Groups
Minority
Average
Non-Minority
Otay River
Brown Field Municipal Airport
0 0.25 0.5 1
Miles
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Route 703 Proposal

Route 703 would be entirely replaced with restored Sunday service on Routes 701, 704, and 709.

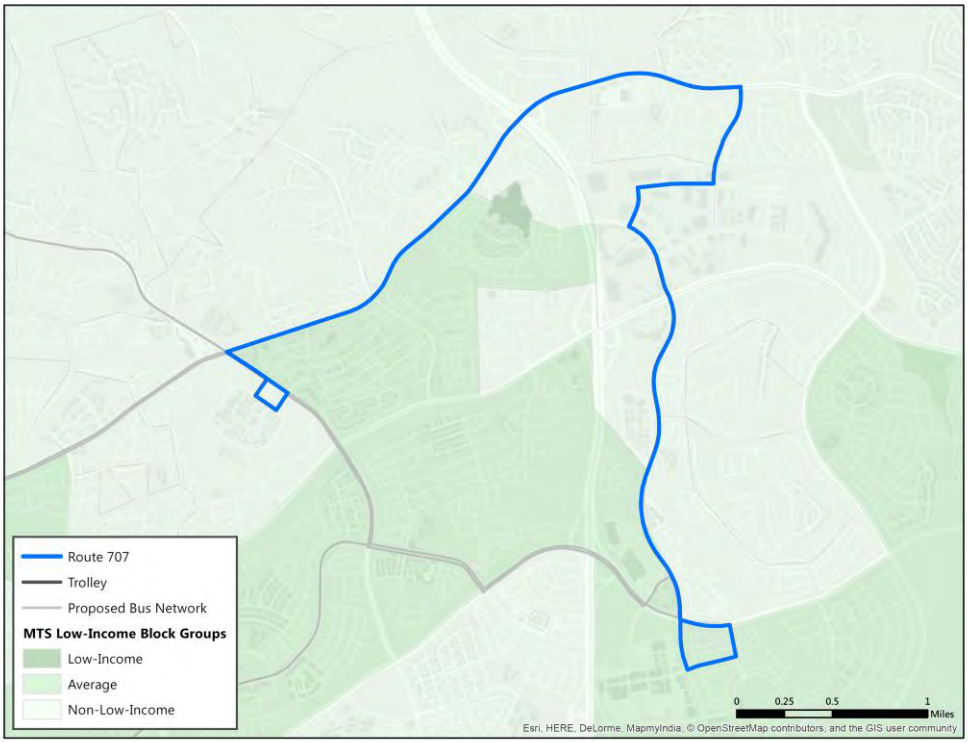
Ridership (FY 2016)

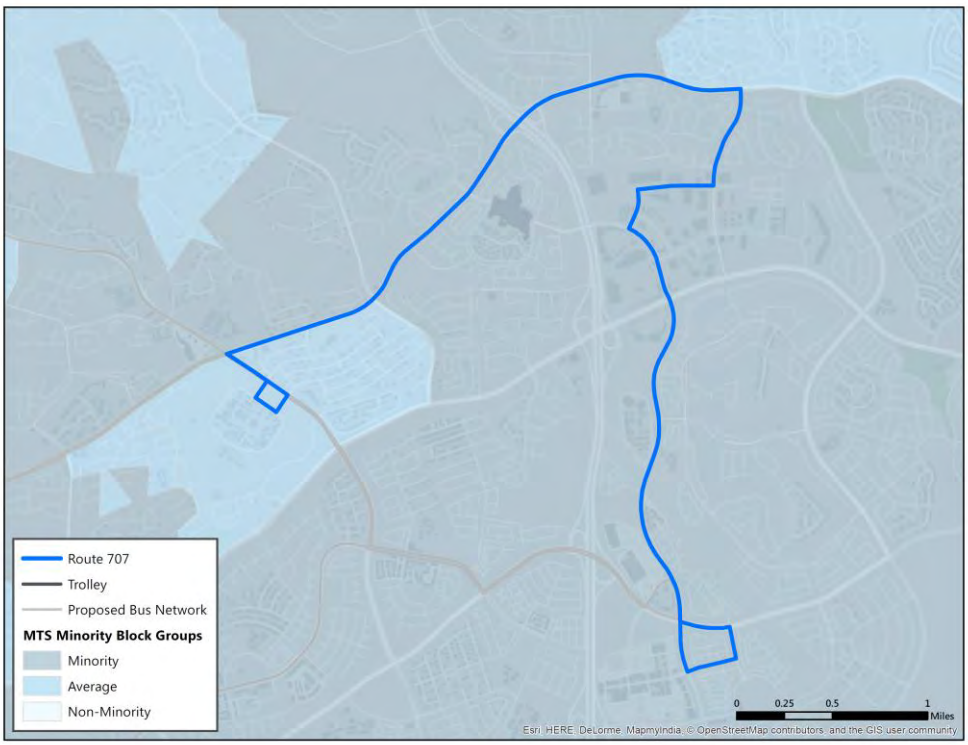
Route	Service Change	Average Weekday	Average Saturday	Average Sunday	Annual Total
703	Discontinued	-	-	608	38,804

Demographics

Route	Service Change	Percent Minority	Percent Low-Income
703 – Existing	Discontinued	82,6%	27.5%

Route 707


Route 707
Trolley
Proposed Bus Network
MTS Low-Income Block Groups
Low-Income
Average
Non-Low-Income
0 0.25 0.5 1
Miles
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Route 707
Trolley
Proposed Bus Network
MTS Minority Block Groups
Minority
Average
Non-Minority
0 0.25 0.5 1
Miles
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Route 707 Proposal

Upon implementation of the South Bay Rapid in 2019, frequency would be increased from 60 to 30 minutes, replacing the extended Route 709 trips along Eastlake Parkway. The span-of-service would also be increased to match the current earliest and latest Route 709 Eastlake Parkway service.

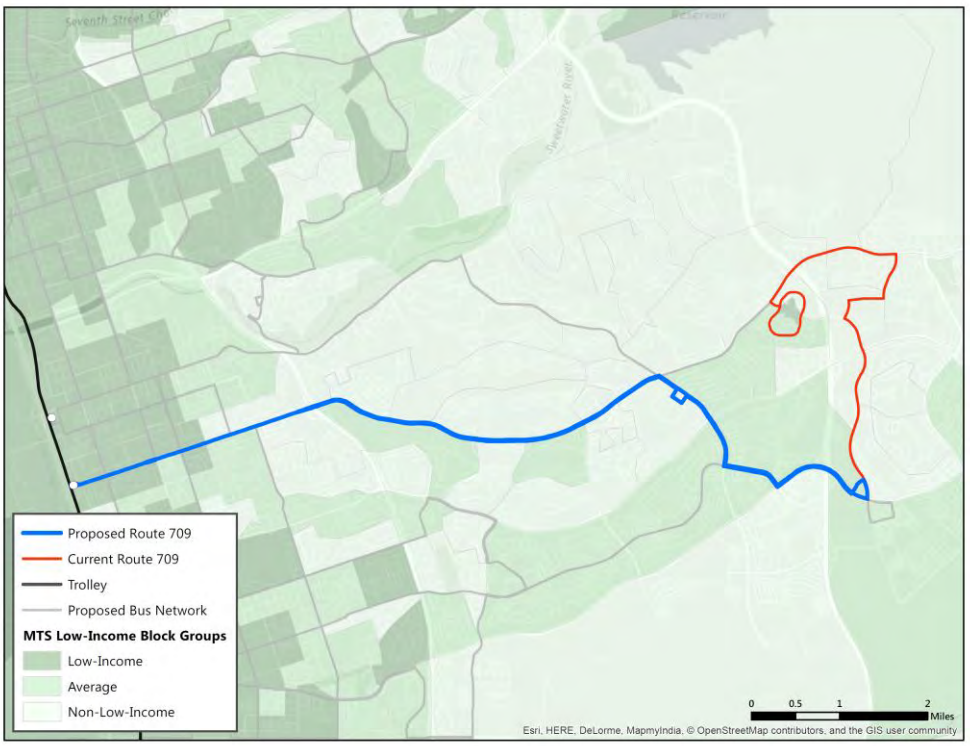
Ridership (FY 2016)

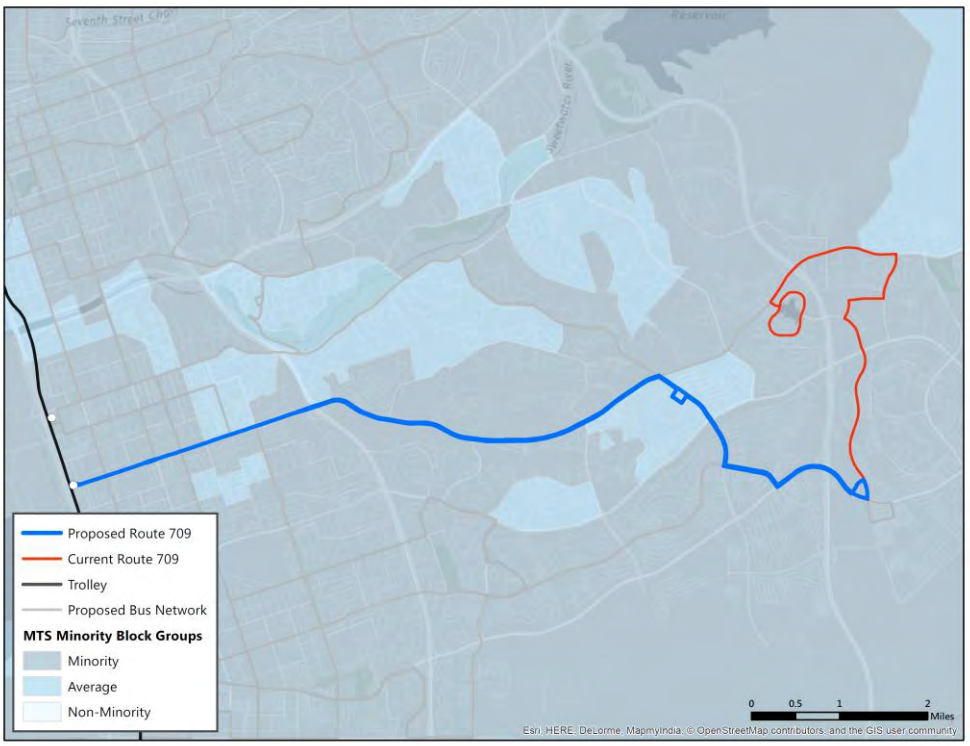
Route	Service Change	Average Weekday	Average Saturday	Average Sunday	Annual Total
707	Service increase	222	-	-	56,601

Demographics

Route	Service Change	Percent Minority	Percent Low-Income
707 – Existing	Service increase	78.9%	18.0%

Route 709


Proposed Route 709
Current Route 709
Trolley
Proposed Bus Network
MTS Low-Income Block Groups
Low-Income
Average
Non-Low-Income
0 0.5 1 2
Miles
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Proposed Route 709
Current Route 709
Trolley
Proposed Bus Network
MTS Minority Block Groups
Minority
Average
Non-Minority
0 0.5 1 2
Miles
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Route 709 Proposal

Proposed addition of Sunday service at 60-minute frequency. Also, Upon implementation of the South Bay Rapid in 2019, Route 709 service north of Olympic Parkway along Eastlake Pkwy., Boswell Rd., and Lane Ave. would be replaced with added Route 707 service. Service around Lakeshore Dr. would be discontinued.

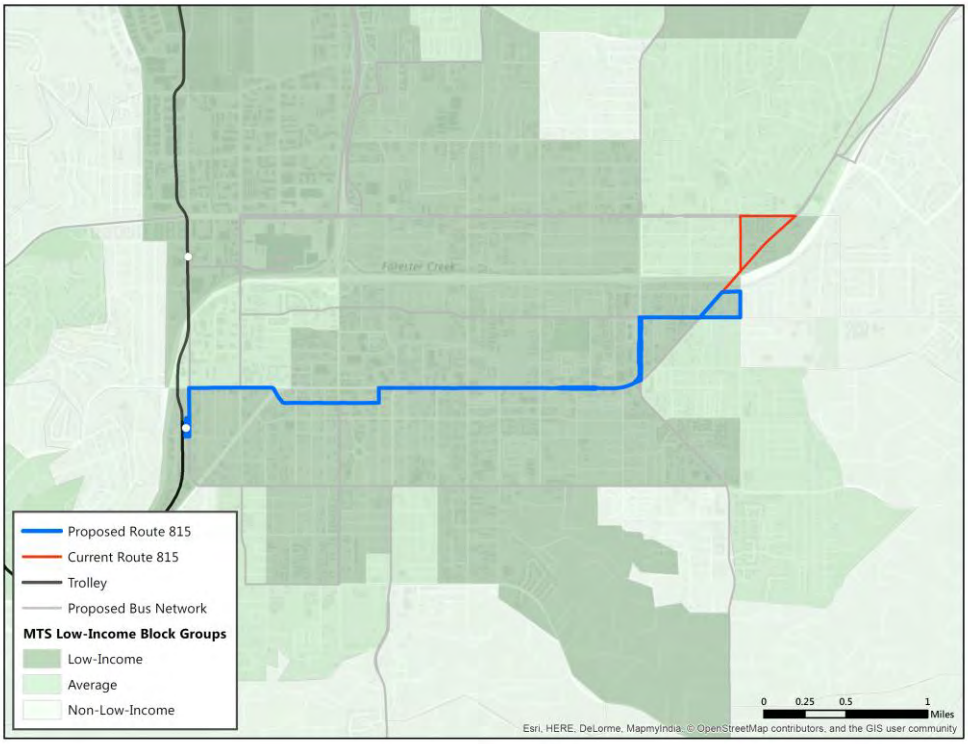
Ridership (FY 2016)

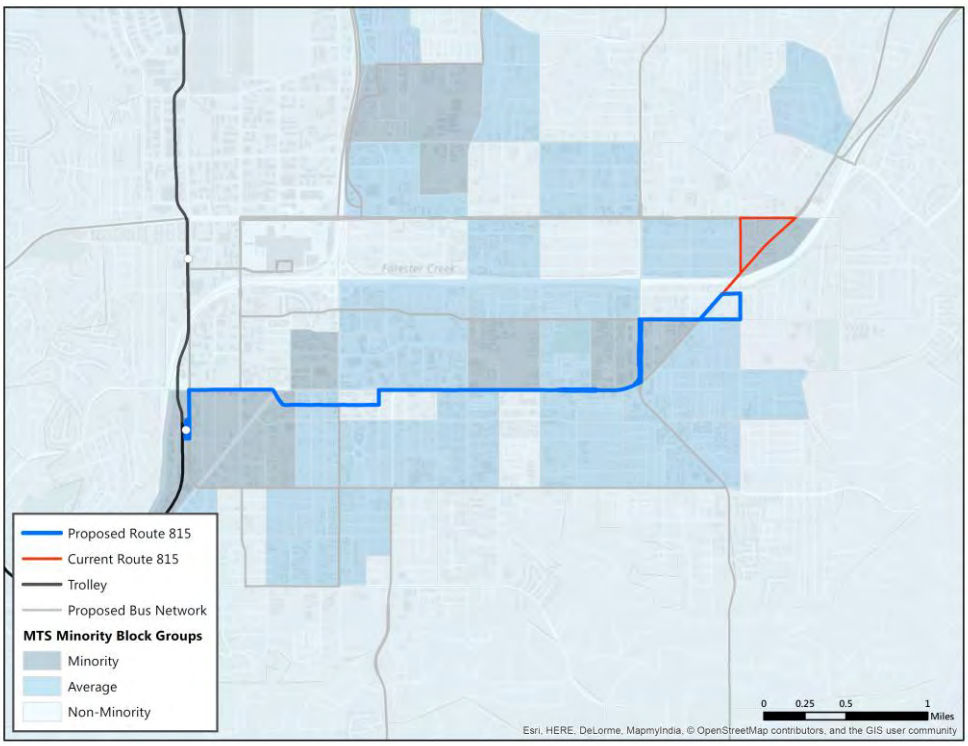
Route	Service Change	Average Weekday	Average Saturday	Average Sunday	Annual Total
709	Reconfigured	3,608	1,185	-	983,470

Demographics

Route	Service Change	Percent Minority	Percent Low-Income
709 – Existing	Reconfigured	78.6%	20.8%
709 – Proposed	Reconfigured	80.0%	23.5%

Route 815


Proposed Route 815
Current Route 815
Trolley
Proposed Bus Network
MTS Low-Income Block Groups
Low-Income
Average
Non-Low-Income
0 0.25 0.5 1
Miles
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Proposed Route 815
Current Route 815
Trolley
Proposed Bus Network
MTS Minority Block Groups
Minority
Average
Non-Minority
0 0.25 0.5 1
Miles
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Route 815 Proposal

Weekday service would be increased to a 15-minute frequency. Also, route would be shortened to terminate at E. Main St./Madison Ave. instead of north to Broadway. Continuing service along E. Main St. would be available on Routes 864 and 874/875.

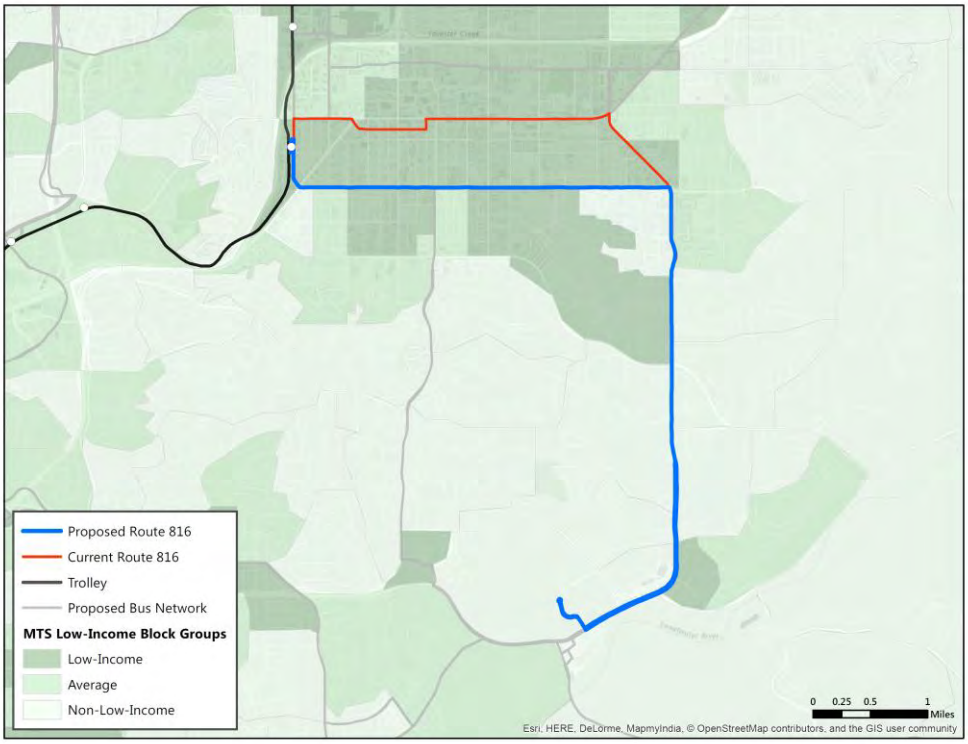
Ridership (FY 2016)

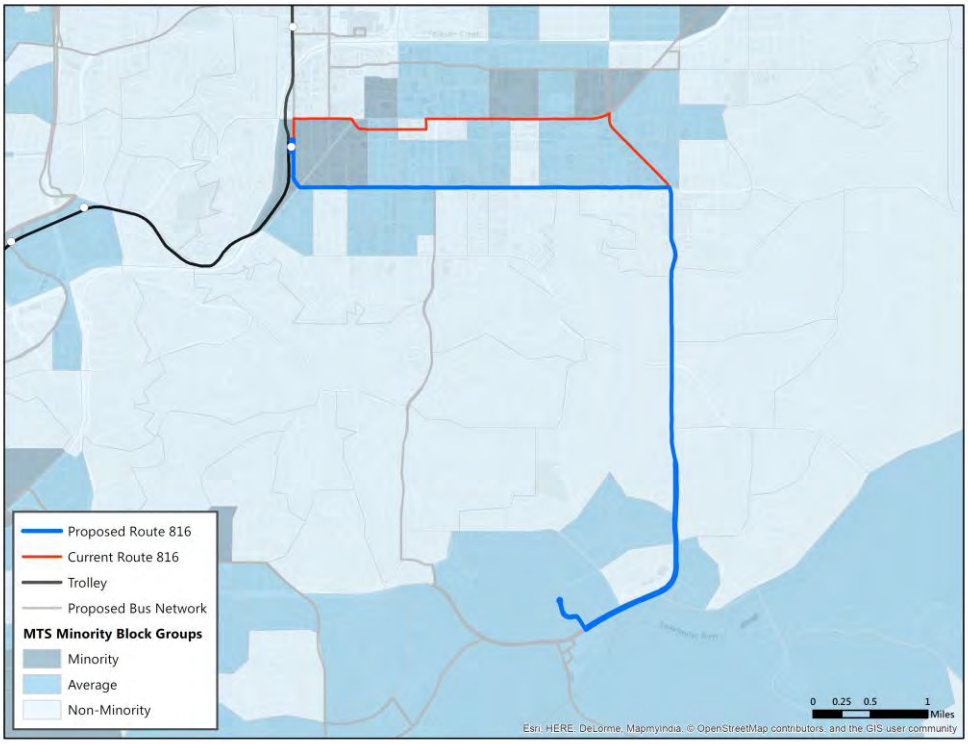
Route	Service Change	Average Weekday	Average Saturday	Average Sunday	Annual Total
815	Reconfigured	1,026	794	622	341,942

Demographics

Route	Service Change	Percent Minority	Percent Low-Income
815 – Existing	Reconfigured	49.5%	53.2%
815 – Proposed	Reconfigured	51.5%	56.0%

Route 816


Proposed Route 816
Current Route 816
Trolley
Proposed Bus Network
MTS Low-Income Block Groups
Low-Income
Average
Non-Low-Income
0 0.25 0.5 1
Miles
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Proposed Route 816
Current Route 816
Trolley
Proposed Bus Network
MTS Minority Block Groups
Minority
Average
Non-Minority
0 0.25 0.5 1
Miles
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Route 816 Proposal

Route would be streamlined to operate along Washington St. between Jamacha Rd. and the El Cajon Transit Center instead of Main St./Douglas Ave.

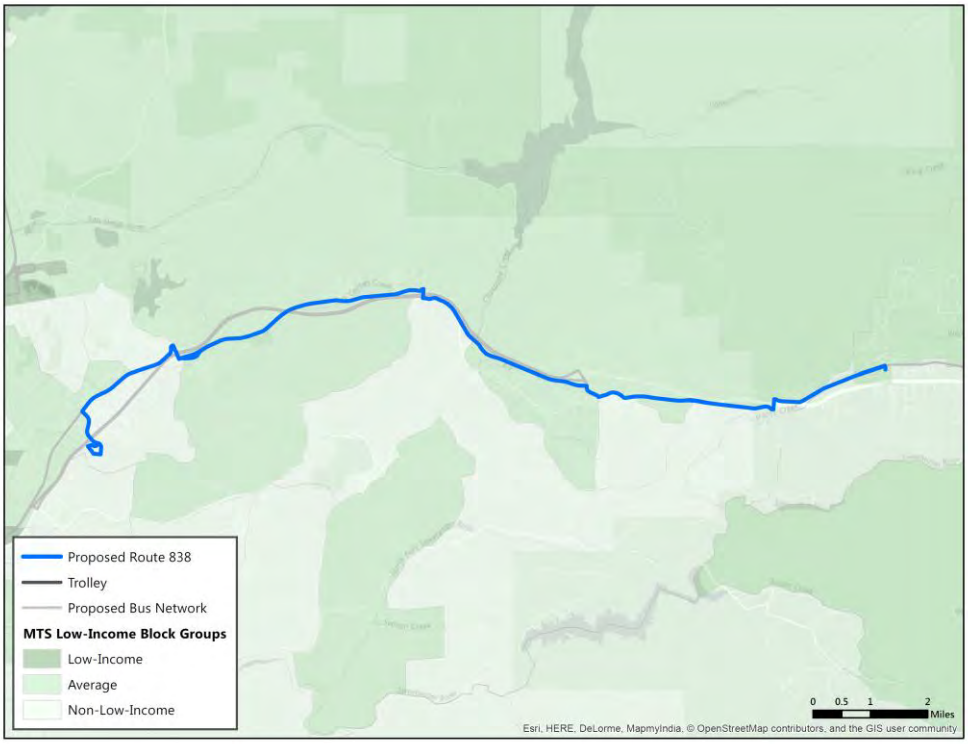
Ridership (FY 2016)

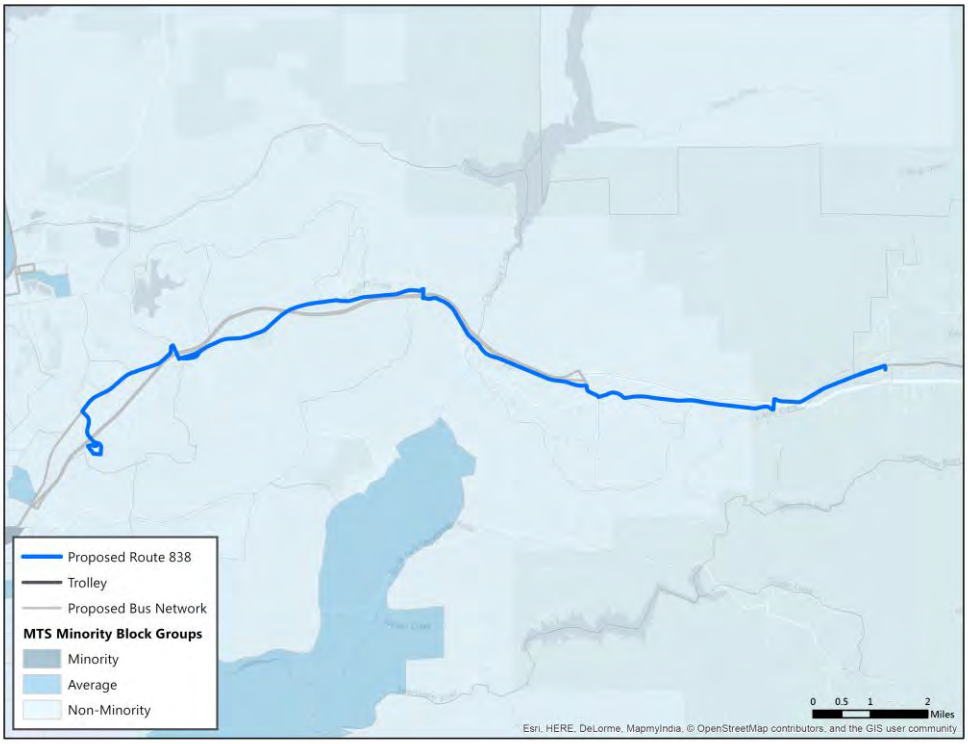
Route	Service Change	Average Weekday	Average Saturday	Average Sunday	Annual Total
816	Reconfigured	1,234	-	-	315,265

Demographics

Route	Service Change	Percent Minority	Percent Low-Income
816 – Existing	Reconfigured	48.0%	43.2%
816 – Proposed	Reconfigured	43.6%	40.6%

Route 838


Proposed Route 838
Trolley
Proposed Bus Network
MTS Low-Income Block Groups
Low-Income
Average
Non-Low-Income
0 0.5 1 2
Miles
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Proposed Route 838
Trolley
Proposed Bus Network
MTS Minority Block Groups
Minority
Average
Non-Minority
0 0.5 1 2
Miles
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Route 838 Proposal

New Route 838 would replace the eastern part of Route 864 east of East County Square (Los Coches Rd.). Between East County Square and Viejas Casino, Route 838 would follow the same alignment as current Route 864, operating hourly every day between approx. 7 a.m. and 7 p.m.

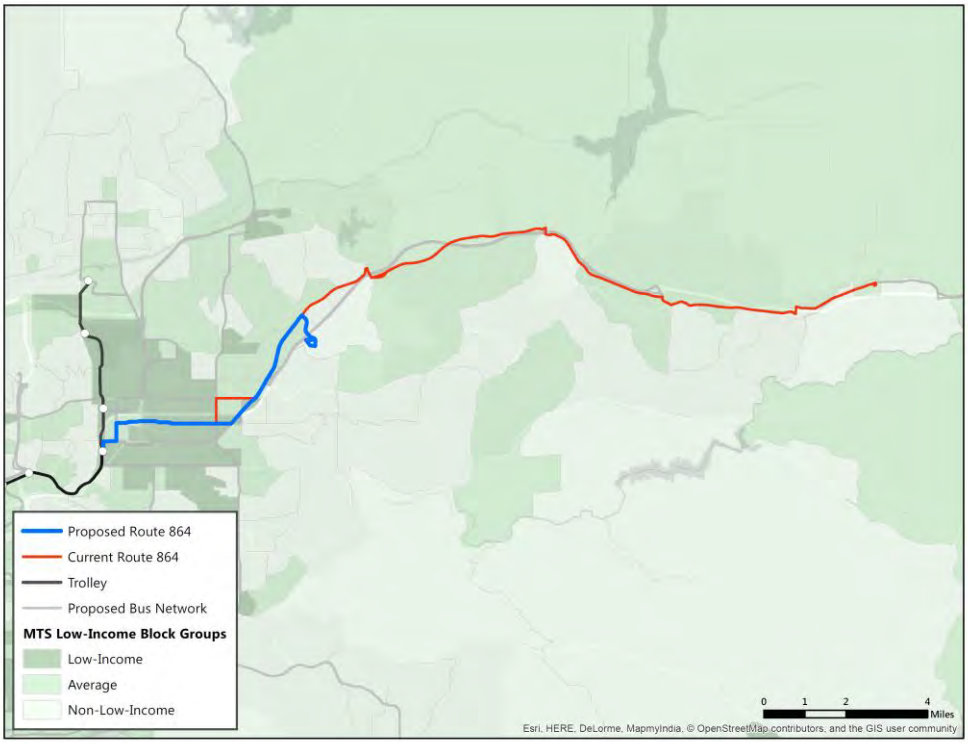
Ridership (FY 2016)

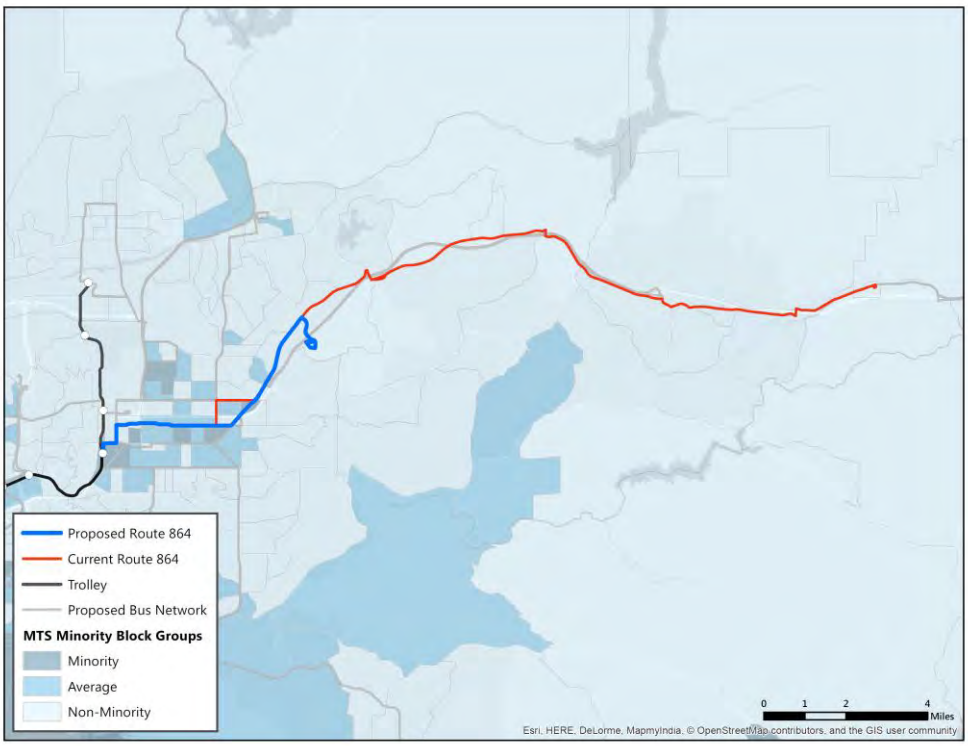
None – new route.

Demographics

Route	Service Change	Percent Minority	Percent Low-Income
838 – Proposed	New service	24.1%	24.3%

Route 864


Proposed Route 864
Current Route 864
Trolley
Proposed Bus Network
MTS Low-Income Block Groups
Low-Income
Average
Non-Low-Income
0 1 2 4
Miles
Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and the GIS user community


Proposed Route 864
Current Route 864
Trolley
Proposed Bus Network
MTS Minority Block Groups
Minority
Average
Non-Minority
0 1 2 4
Miles
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Route 864 Proposal

Route would operate between El Cajon Transit Center and East County Square on all days. Continuing service to Alpine/Viejas would be available via a transfer with new Route 838 at East County Square. Route would also be streamlined in El Cajon to remain on Madison Ave. and E. Main St., rather than using 2nd St. and Broadway. Sunday-only Route 864x would be replaced with service on new Route 838.

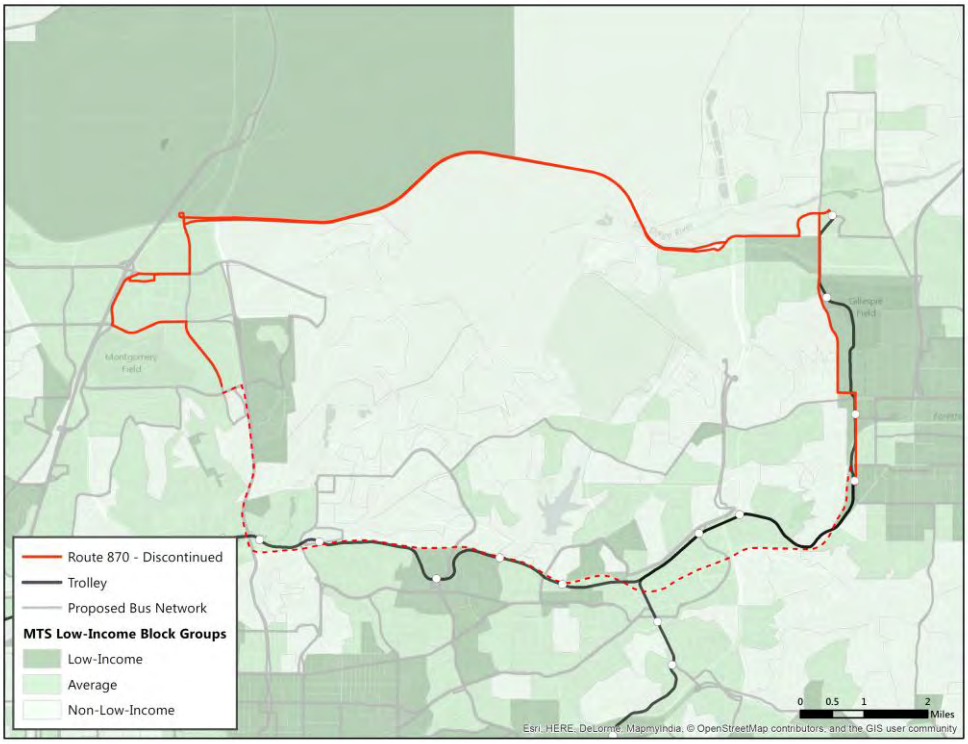
Ridership (FY 2016)

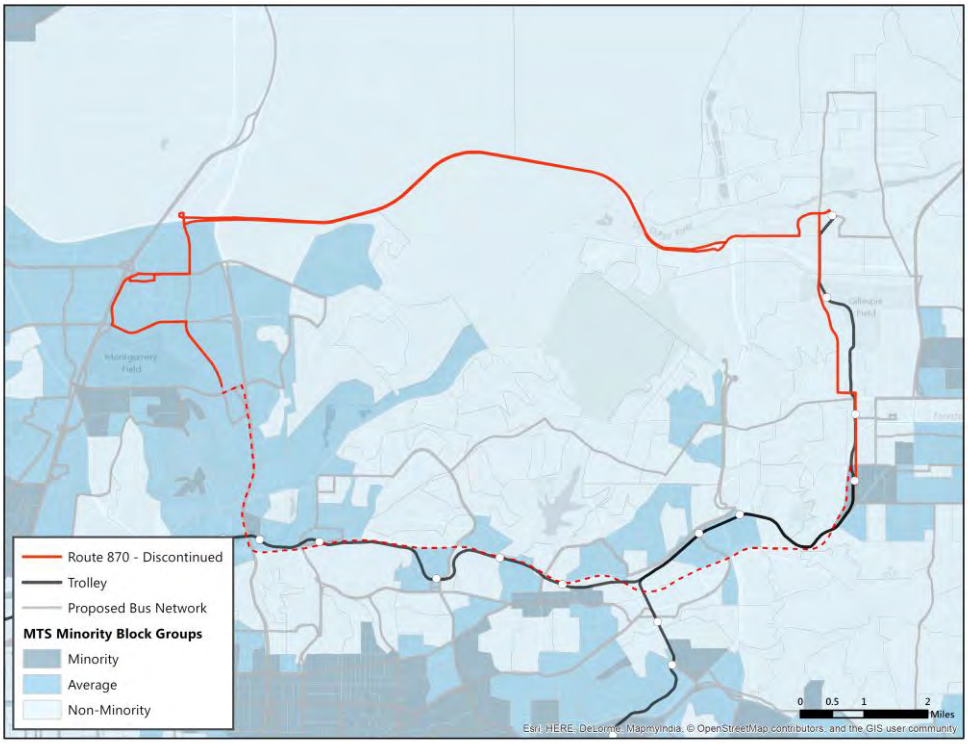
Route	Service Change	Average Weekday	Average Saturday	Average Sunday	Annual Total
864	Reconfigured	1,315	941	452	413,482

Demographics

Route	Service Change	Percent Minority	Percent Low-Income
864 – Existing	Reconfigured	38.2%	39.2%
864 – Proposed	Reconfigured	46.4%	44.2%

Route 870


Route 870 - Discontinued
Trolley
Proposed Bus Network
MTS Low-Income Block Groups
Low-Income
Average
Non-Low-Income
0 0.5 1 2
Miles
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Route 870 - Discontinued
Trolley
Proposed Bus Network
MTS Minority Block Groups
Minority
Average
Non-Minority
0 0.5 1 2
Miles
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Route 870 Proposal

Discontinue route.

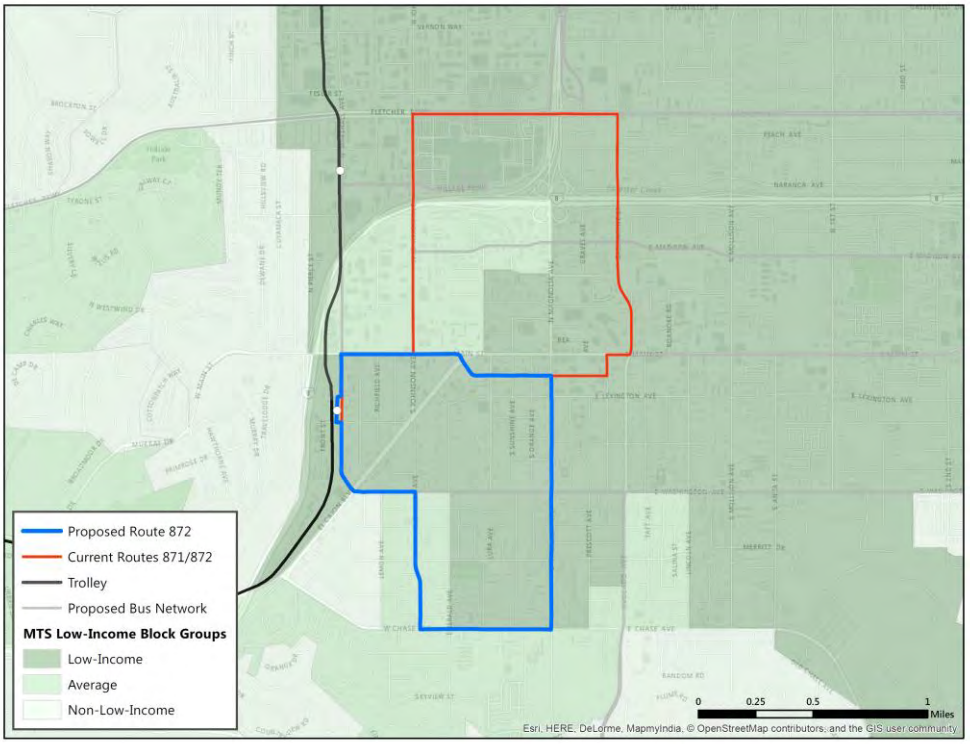
Ridership (FY 2016)

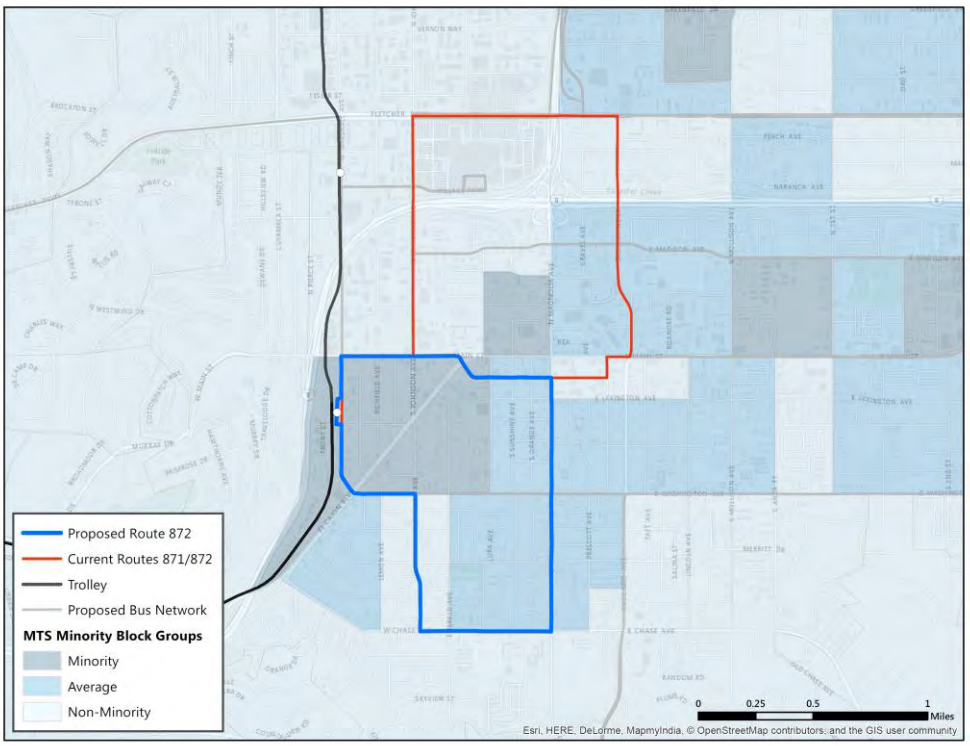
Route	Service Change	Average Weekday	Average Saturday	Average Sunday	Annual Total
864	Discontinued	61	-	-	15,461

Demographics

Route	Service Change	Percent Minority	Percent Low-Income
870 – Existing	Discontinued	36.3%	23.8%

Routes 871/872





Route 872 Proposal

Route would be replaced with a hourly, weekday-only Route 872, operating a shortened loop via Johnson Ave., Chase Ave., Magnolia Ave., and Douglas Ave./Main Street (same as current Route 872A routing).

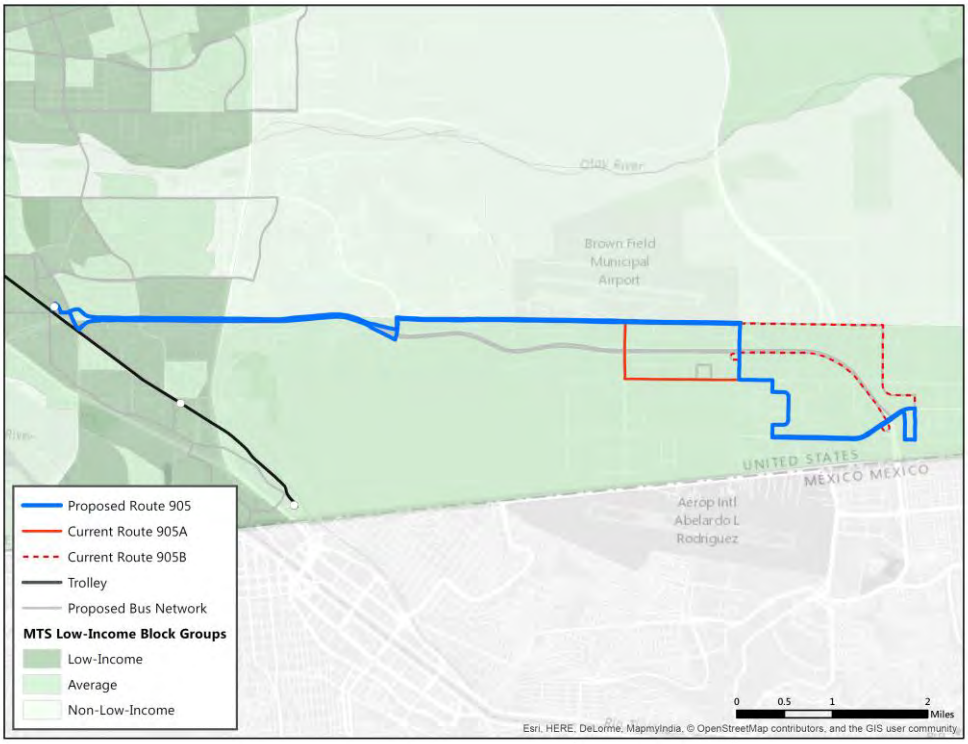
Ridership (FY 2016)

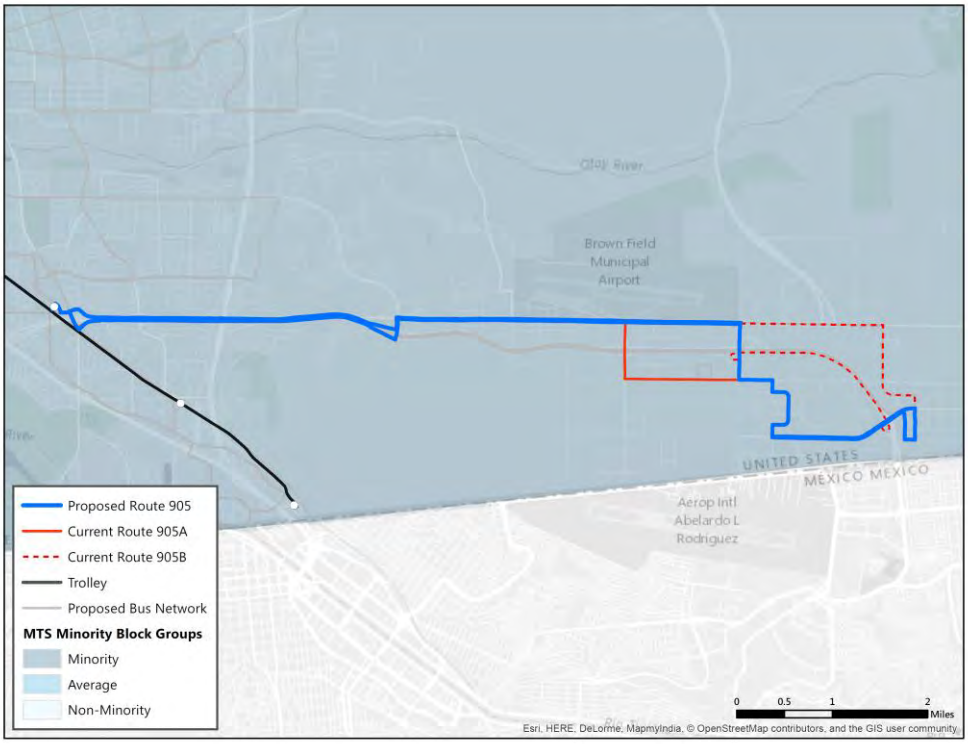
Route	Service Change	Average Weekday	Average Saturday	Average Sunday	Annual Total
871/872	Reconfigured	441	64	42	119,109

Demographics

Route	Service Change	Percent Minority	Percent Low-Income
871/872 – Existing	Reconfigured	48.6%	51.7%
872 – Proposed	Reconfigured	47.6%	50.1%

Route 905


Otay River
Brown Field Municipal Airport
UNITED STATES
MEXICO MEXICO
Aerop Intl Abelardo L Rodriguez
Proposed Route 905
Current Route 905A
Current Route 905B
Trolley
Proposed Bus Network
MTS Low-Income Block Groups
Low-Income
Average
Non-Low-Income
0 0.5 1 2
Miles
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Otay River
Brown Field Municipal Airport
UNITED STATES
MEXICO MEXICO
Aerop Intl Abelardo L Rodriguez
Proposed Route 905
Current Route 905A
Current Route 905B
Trolley
Proposed Bus Network
MTS Minority Block Groups
Minority
Average
Non-Minority
0 0.5 1 2
Miles
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Route 905 Proposal

Route 905 would be realigned to a single variant (instead of 905A and 905B) via the current Route 905 alignment between the Otay Mesa border and Airway Rd./La Media Rd., then via La Media Rd. and Otay Mesa Rd. to/from the Iris Transit Center. Also, weekday frequency would be changed to 30 minutes all day.

Service to Britannia Blvd. and the western segment of Airway Rd., and to eastern Otay Mesa Rd. and Sanyo Rd., would be replaced by new Route 85, operating hourly on all days between the Otay Mesa border and Southwestern College (Otay), replacing portions of Routes 905A (Airway Rd. between La Media Rd. and Britannia Blvd.) and 905B (Otay Mesa east of La Media Rd., Sanyo Rd. and Heinrich Hertz Dr.).

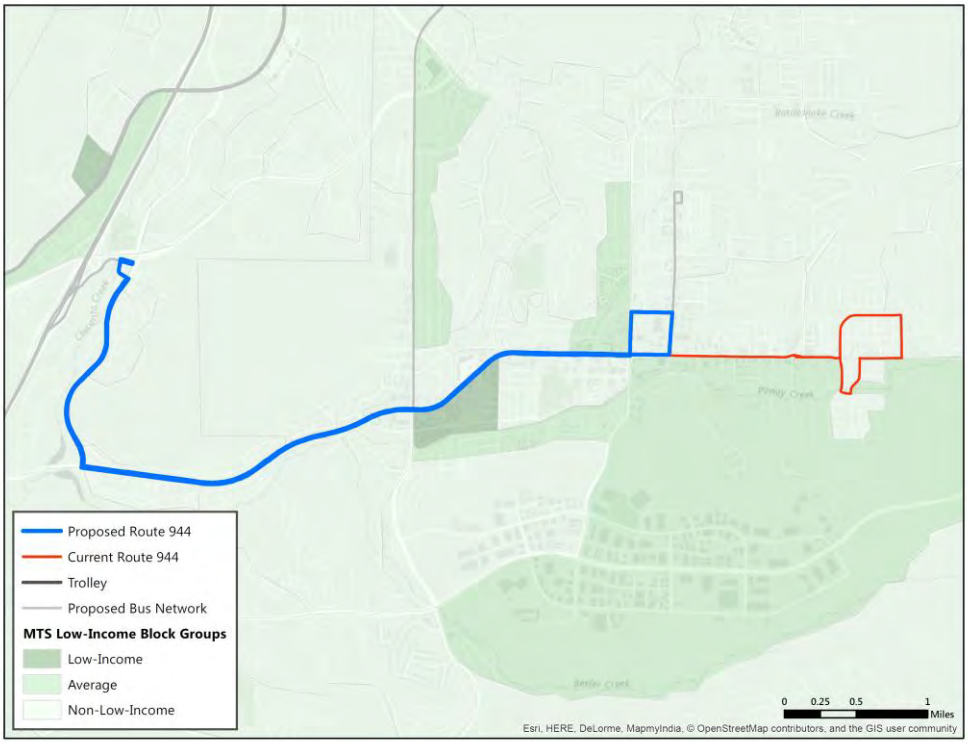
Ridership (FY 2016)

Route	Service Change	Average Weekday	Average Saturday	Average Sunday	Annual Total
905	Reconfigured	1,851	1,618	994	726,780

Demographics

Route	Service Change	Percent Minority	Percent Low-Income
905 – Existing	Reconfigured	89.4%	37.9%
905 – Proposed	Reconfigured	89.4%	37.9%

Route 944


Proposed Route 944
Current Route 944
Trolley
Proposed Bus Network
MTS Low-Income Block Groups
Low-Income
Average
Non-Low-Income
0 0.25 0.5 1
Miles
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Proposed Route 944
Current Route 944
Trolley
Proposed Bus Network
MTS Minority Block Groups
Minority
Average
Non-Minority
0 0.25 0.5 1
Miles
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Route 944 Proposal

Route would be adjusted to serve Community Rd. and Hillery Place. Service would be discontinued east of Midland Rd. (and along the Garden Rd. loop).

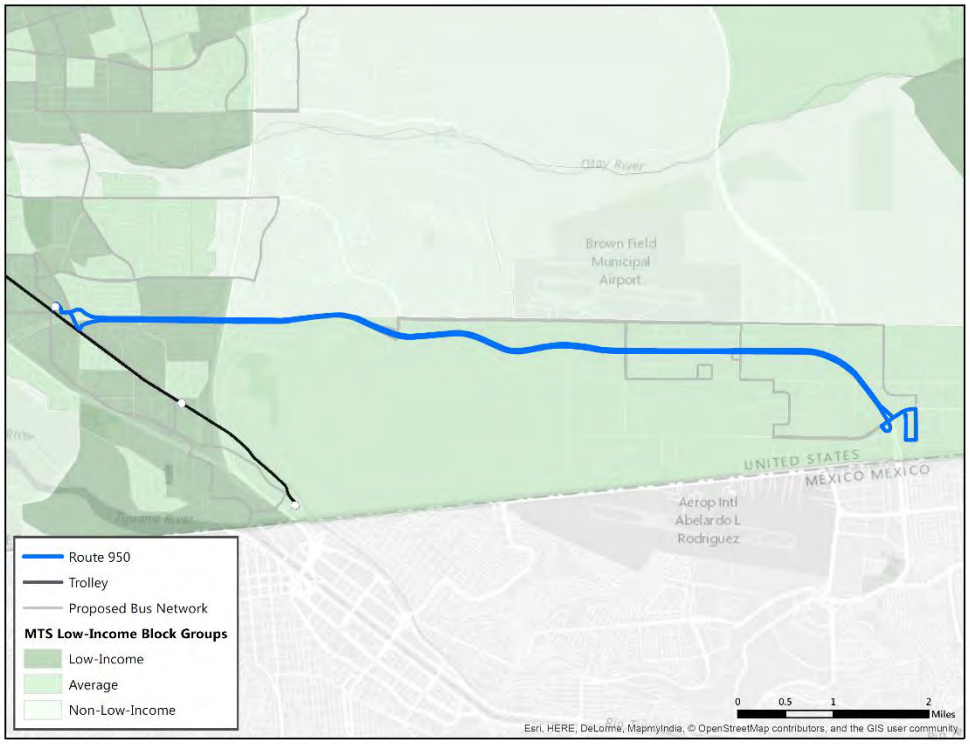
Ridership (FY 2016)

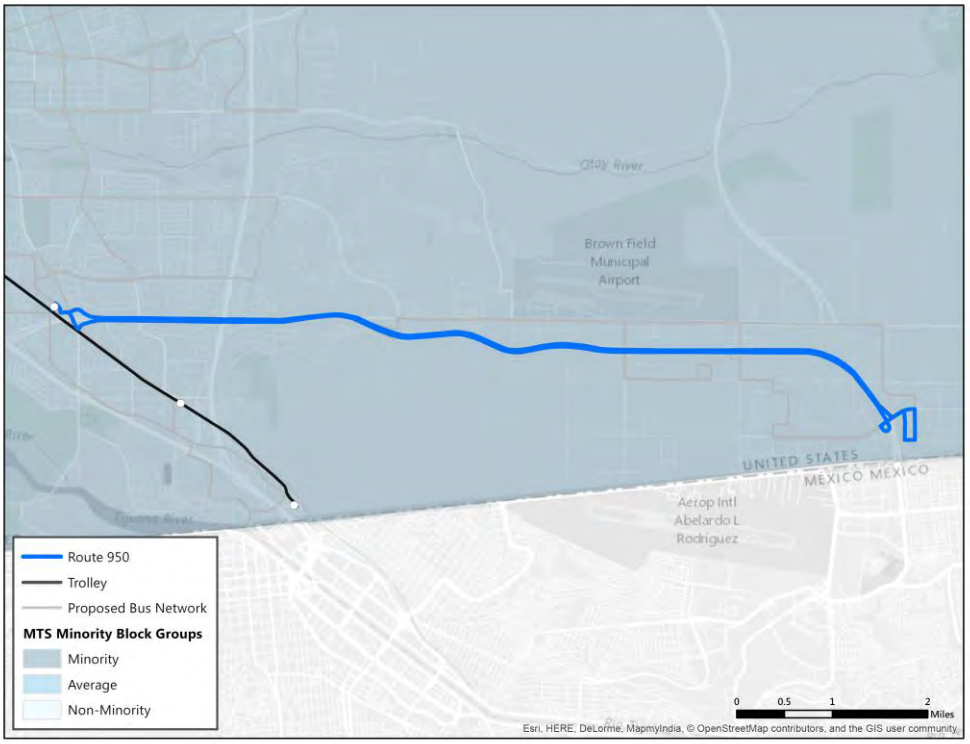
Route	Service Change	Average Weekday	Average Saturday	Average Sunday	Annual Total
944	Reconfigured	249	99	-	68,892

Demographics

Route	Service Change	Percent Minority	Percent Low-Income
944 – Existing	Reconfigured	48.2%	18.3%
944 – Proposed	Reconfigured	48.9%	18.8%

Route 950


Otay River
Brown Field
Municipal
Airport
UNITED STATES
MÉXICO MEXICO
Aerop Intl
Abelardo L
Rodriguez
Route 950
Trolley
Proposed Bus Network
MTS Low-Income Block Groups
Low-Income
Average
Non-Low-Income
0 0.5 1 2
Miles
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Otay River
Brown Field
Municipal
Airport
UNITED STATES
MÉXICO MEXICO
Aerop Intl
Abelardo L
Rodriguez
Route 950
Trolley
Proposed Bus Network
MTS Minority Block Groups
Minority
Average
Non-Minority
0 0.5 1 2
Miles
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Route 950 Proposal

Frequency would be increased to 10-minutes in the morning peak, and later night service to the Otay Mesa border.

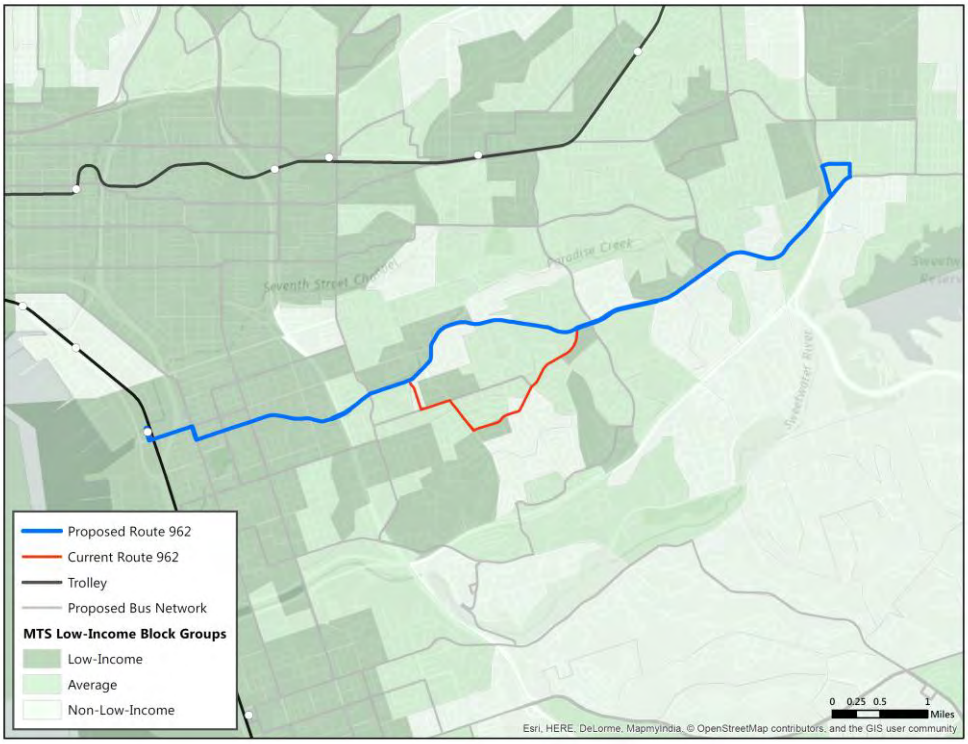
Ridership (FY 2016-17)

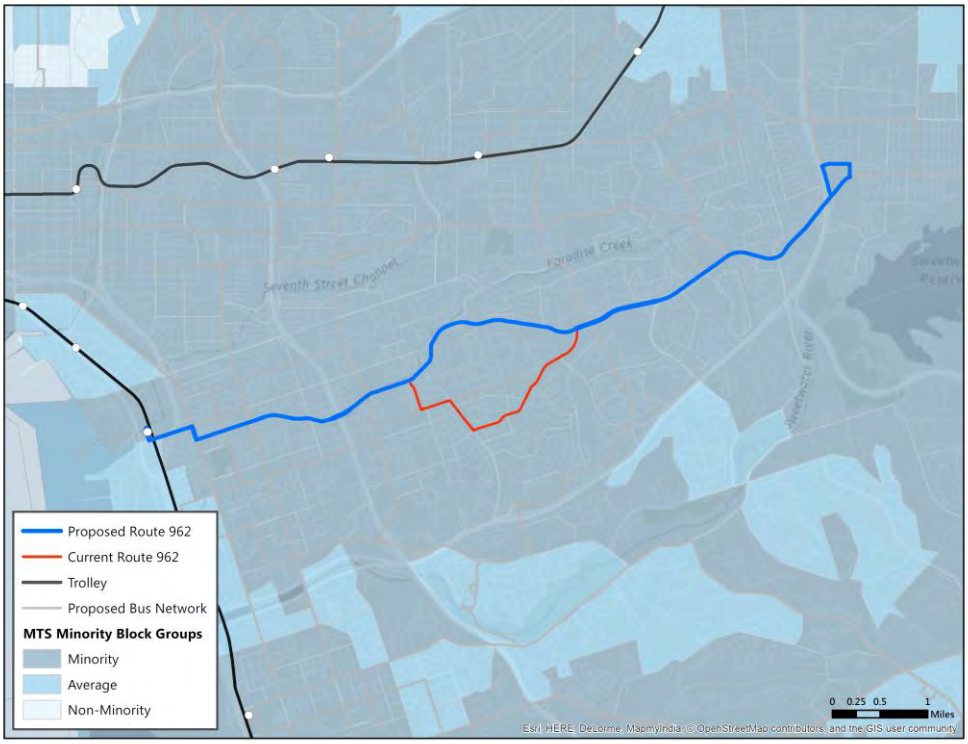
Route	Service Change	Average Weekday	Average Saturday	Average Sunday	Annual Total
950	Increased service	1,204	178	104	176,228

Demographics

Route	Service Change	Percent Minority	Percent Low-Income
950 – Existing	Increased service	89.4%	37.9%

Route 962


Proposed Route 962
Current Route 962
Trolley
Proposed Bus Network
MTS Low-Income Block Groups
Low-Income
Average
Non-Low-Income
0 0.25 0.5 1
Miles
Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and the GIS user community


Proposed Route 962
Current Route 962
Trolley
Proposed Bus Network
MTS Minority Block Groups
Minority
Average
Non-Minority
0 0.25 0.5 1
Miles
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Route 962 Proposal

Increase frequency from 30 to 15 minutes on weekdays and from 60 to 30 minutes on weekends. Also, route would be streamlined to remain on Plaza Blvd. and Paradise Valley Rd., instead of Harbison Ave., Reo Dr., Cumberland St. and Potomac St. Local Paradise Hills service would be mostly replaced by Route 963.

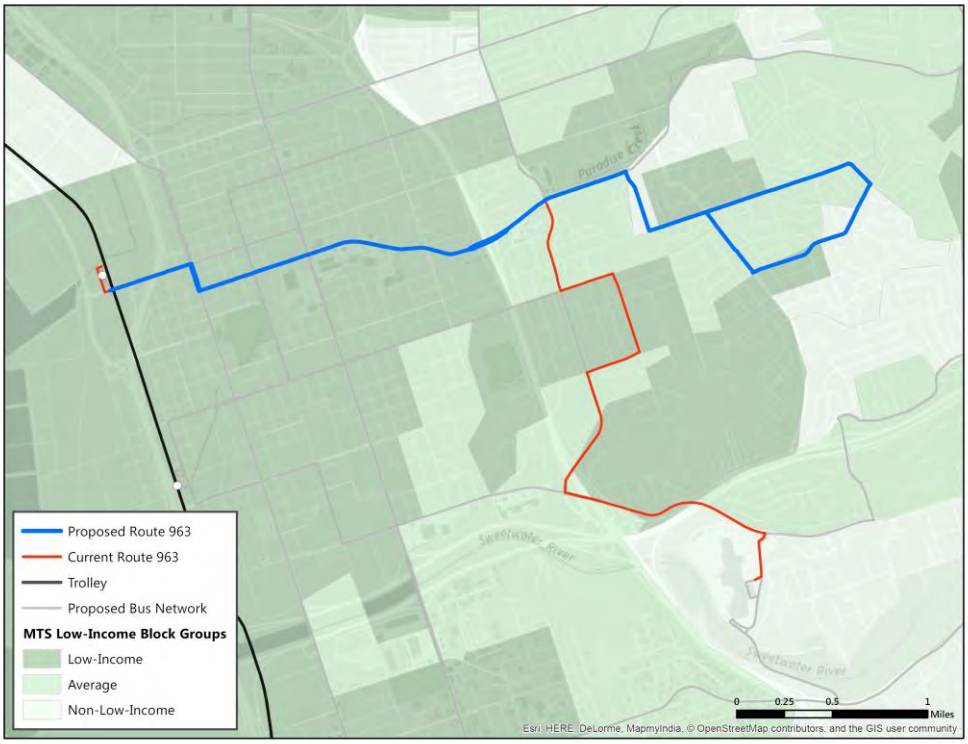
Ridership (FY 2016)

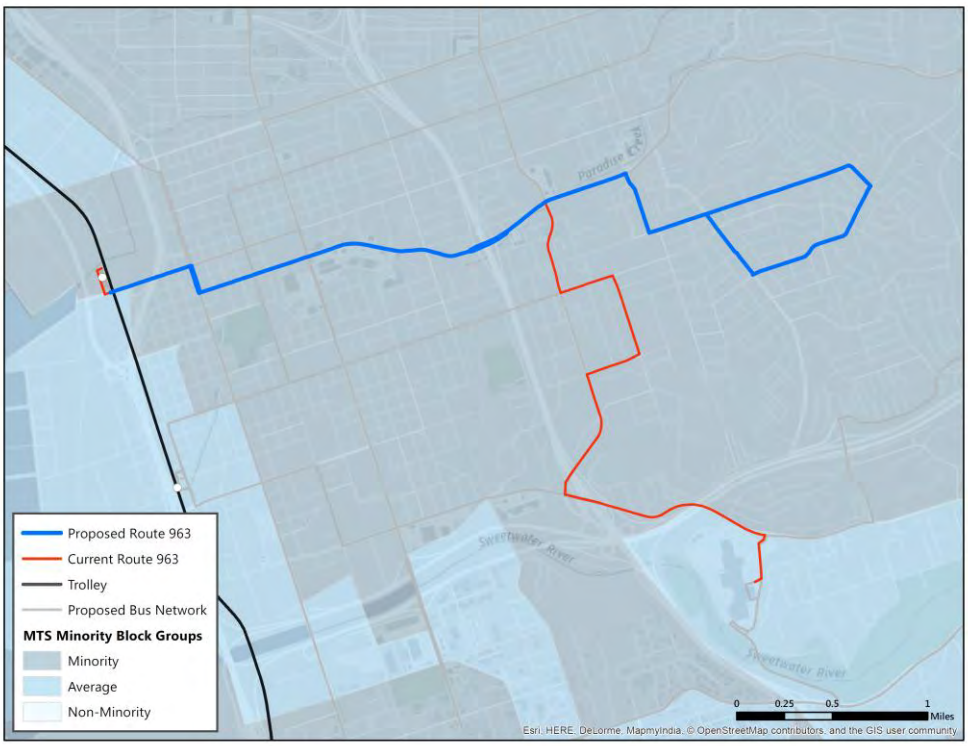
Route	Service Change	Average Weekday	Average Saturday	Average Sunday	Annual Total
962	Reconfigured	1,461	773	528	446,050

Demographics

Route	Service Change	Percent Minority	Percent Low-Income
962 – Existing	Reconfigured	85.6%	39.8%
962 – Proposed	Reconfigured	86.1%	38.2%

Route 963


Proposed Route 963
Current Route 963
Trolley
Proposed Bus Network
MTS Low-Income Block Groups
Low-Income
Average
Non-Low-Income
Paradise Creek
Sweetwater River
Sweetwater River
0 0.25 0.5 1
Miles
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Proposed Route 963
Current Route 963
Trolley
Proposed Bus Network
MTS Minority Block Groups
Minority
Average
Non-Minority
Paradise Creek
Sweetwater River
Sweetwater River
0 0.25 0.5 1
Miles
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Route 963 Proposal

Route would be changed on the east end to continue east on Plaza Blvd. to Harbison Ave., and replace the Paradise Hills portion of Route 962, via a loop of Reo Dr., Cumberland St., Saipan Dr., and Alleghany St. Service would operate every 30 minutes on weekdays and hourly on Saturday/Sunday.

Service south along Euclid Ave. to Plaza Bonita would be replaced by a realigned Route 968. (Route 968 would remain on Euclid Ave. instead of the Granger Ave./24th St. loop.)

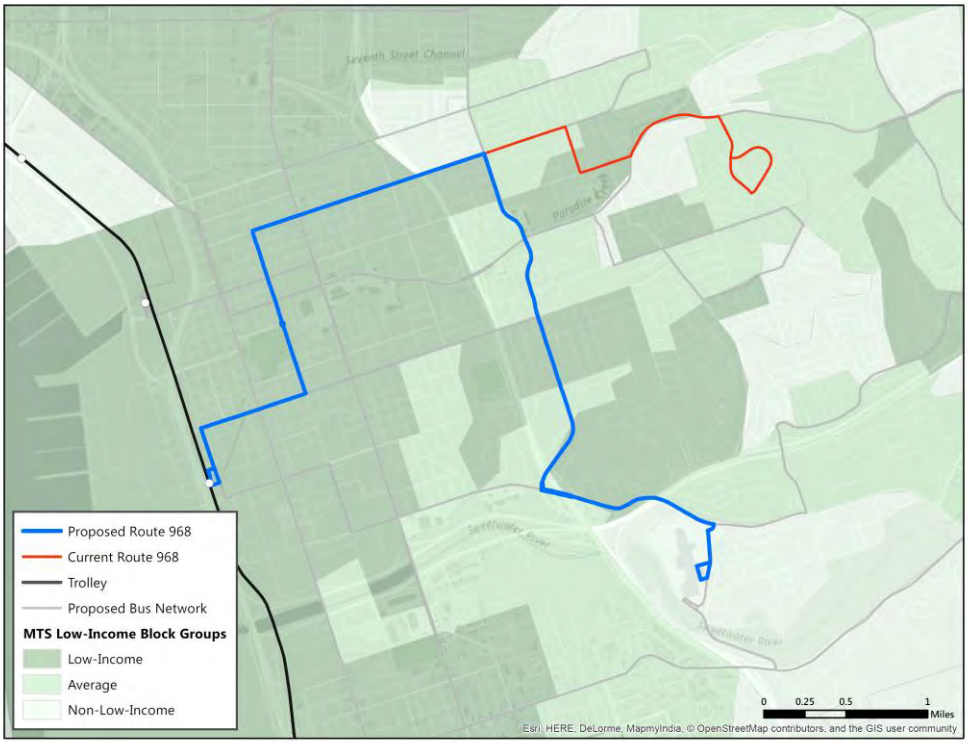
Ridership (FY 2016)

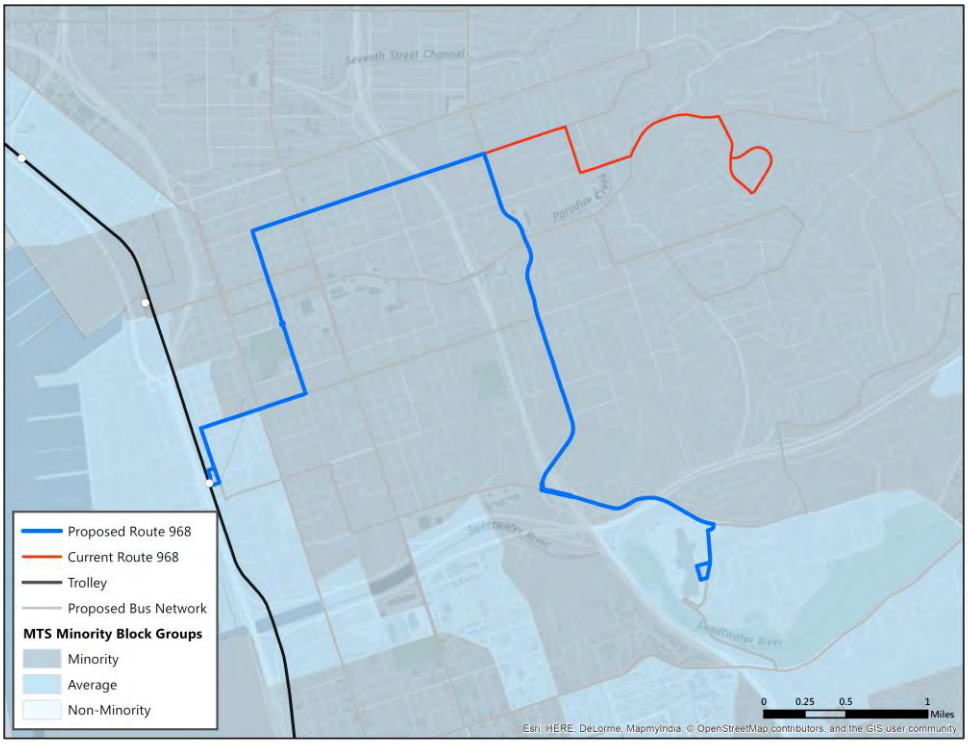
Route	Service Change	Average Weekday	Average Saturday	Average Sunday	Annual Total
963	Reconfigured	934	-	-	238,310

Demographics

Route	Service Change	Percent Minority	Percent Low-Income
963 – Existing	Reconfigured	85.5%	48.9%
963 – Proposed	Reconfigured	85.2%	47.6%

Route 968


Seventh Street Channel
Proposed Route 968
Current Route 968
Trolley
Proposed Bus Network
MTS Low-Income Block Groups
Low-Income
Average
Non-Low-Income
0 0.25 0.5 1
Miles
Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and the GIS user community


Seventh Street Channel
Proposed Route 968
Current Route 968
Trolley
Proposed Bus Network
MTS Minority Block Groups
Minority
Average
Non-Minority
0 0.25 0.5 1
Miles
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Route 968 Proposal

Route would be adjusted to operate weekdays only, between 24th St. Transit Center and Plaza Bonita. From its current alignment along 4th St., Route 968 would turn south on Euclid Ave. to Sweetwater Rd. and into Plaza Bonita. Route 968 service east of Euclid Ave. and to the Munda Rd. loop would be discontinued.

Ridership (FY 2016)

Route	Service Change	Average Weekday	Average Saturday	Average Sunday	Annual Total
967/968	Reconfigured	408	107	-	109,751

Demographics

Route	Service Change	Percent Minority	Percent Low-Income
968 – Existing	Reconfigured	86.4%	50.0%
968 – Proposed	Reconfigured	86.3%	51.5%

Title VI Methodology

The FTA guidelines allow transit agencies to use either ridership or population as a basis to determine disparate impacts and disproportionate burdens. Whichever basis is selected should be used throughout the analysis. MTS has selected population as the basis because the service changes include new routes for which no ridership information is yet available.

The analysis compares the population in Census block groups affected by the proposed changes (defined as within 1/4 mile of an affected route) with the population in the service area. The data source is the 2010-2015 5-year estimates from the American Community Survey.

Three types of service changes are analyzed. Several new routes replace all or part of existing routes, and the existing routes are defined as discontinued services. The new routes are defined as new services. Routes where proposed changes result in reduced frequencies are defined as decreased frequency services. Each type of service change is analyzed separately to ensure compliance with the guidelines. For example, the analysis sums total and minority populations in each census block group within 1/4 mile of discontinued services, calculates the percentage of minority population affected by route discontinuation, and compares this percentage to the percentage of minority population in the MTS service area. The same procedures were followed for low-income populations and for all three types of service changes.

The definitions of disparate impact and disproportionate burden included in MTS Policy 42 are used in this analysis. The definitions require that the percentage of adversely affected minority or low-income populations be no more than 10 percent higher than the percentage of minority or low-income populations within the MTS service area for a service reduction. Conversely, for a service improvement or new service, the percentage of benefitted non-minority or non-low-income populations cannot be more than 10 percent higher than the percentage of non-minority and non-low-income populations within the service area.

This analysis uses the definition of low-income persons included in FTA Circular 4702.1B. The Circular encourages recipients to use a locally developed threshold for low-income persons that is “at least as inclusive as the HHS poverty guidelines.” This analysis defines low-income persons as individuals whose household income is at or below 200 percent of the poverty level as defined by the United States Census Bureau.

The formats provided in Tables 1 and 2 in Appendix K of FTA Circular 4702.1B are used to present the results of the analysis, as recommended by FTA.

Title VI Evaluation Results

Table 2 presents minority and low-income population data within the MTS service area.

Table 2 - Population Data within the MTS Service Area

Minority Population			Low-Income Population		
Service Area Population[1]	**Minority Population**	**Percent Minority**	**Service Area Population[1]**	**Low-Income Population**	**Percent Low-Income**
2,292,581	996,898	56.5%	2,236,947	1,505,454	32.7%

Table 3 presents minority and low-income population data for census block groups affected by proposed route discontinuations. The only route considered to be fully discontinued for this analysis is Route 870[2].

Table 3 - Census Block Group Population Affected by Proposed Route Discontinuations

Number of Census Block Groups	Total Impacted Population[1]	Impacted Minority Population	Percent Minority	Total Impacted Population[1]	Impacted Low-Income Population	Percent Low-Income
63	60,028	21,817	36.3%	55,551	13,245	23.8%

The percent minority population in Table 3 is below the percent minority population within the MTS service area (36.3 percent versus 56.5 percent), so there is no disparate impact from route discontinuations[2]. The percent low-income population in Table 3 is below the percent low-income population within the MTS service area (23.8 percent versus 32.7 percent), so there is no disproportionate burden from route discontinuations.

[1] Census block group populations are tabulated differently for each separate population characteristic measured by the American Community Survey. To ensure accurate population weighting for each characteristic, the total population value for each individual population characteristic explored for this analysis is included separately, and may vary from the total population reported for another population characteristic.

[2]MTS staff is not considering the retirement of the Sunday-only Route 703 in Chula Vista as a complete discontinuation, as the route segment, span, and frequency coverage provided by the current Route 703 on Sundays will be entirely replaced by restored or expanded Sunday service on Routes 701, 704, 709, and 712. Consequently, there is no loss or reduction in service availability for riders.

Table 4 presents minority and low-income population data for census block groups affected by decreased frequency proposals that constitute a major service change. The only route considered to decrease in frequency under this proposal is Route 204.

Table 4 - Census Block Group Population Affected by Decreased Frequency Proposals

Number of Census Block Groups	Total Impacted Population[1]	Impacted Minority Population	Percent Minority	Total Impacted Population[1]	Impacted Low-Income Population	Percent Low-Income
12	30,830	16,404	53.2%	27,677	11,212	40.5%

The percent minority population in Table 4 is below the percent minority population within the MTS service area (53.2 percent versus 56.5 percent), so there is no disparate impact from decreased frequency proposals. The percent low-income population in Table 4 is within 10 percent of the percent low-income population within the MTS service area (40.5 percent versus 32.7 percent), so there is no disproportionate burden from decreased frequency proposals.

Table 5 presents minority and low-income population data for census block groups affected by proposed new service. Because this change is an improvement, the analysis must consider whether non-minority and non-low income populations receive a greater benefit relative to the service area as a whole. Routes considered to be new routes for this analysis are the proposed Routes 12, 52, 85, and 838.

Table 5 - Census Block Group Population Affected by Proposed New Service

Number of Census Block Groups	Total Impacted Population*	Impacted Minority Population	Percent Minority	Total Impacted Population*	Impacted Low-Income Population	Percent Low-Income
105	206,808	133,320	64.5%	201,212	82,830	41.2%

The percent minority population in Table 5 is greater than the percent minority population within the MTS service area (64.5 percent versus 56.5 percent), so there is no disparate impact from proposed new service. The percent low-income population in Table 5 is greater than the percent low-income population within the MTS service area (41.2 percent versus 32.7 percent), so there is no disproportionate burden from proposed new service.

Table 6 presents minority and low-income population data for census block groups affected by increased frequency proposals that constitute a major service change. As with proposals for new service, because this change is an improvement, the analysis must consider whether non-minority and non-low income populations receive a greater benefit relative to the service area as a whole. Routes considered to increase in frequency under this proposal are Routes 3, 35, 707, 815, 834, 950, and 962.

Table 6 - Census Block Group Population Affected by Increased Frequency Proposals

Number of Census Block Groups	Total Impacted Population*	Impacted Minority Population	Percent Minority	Total Impacted Population*	Impacted Low-Income Population	Percent Low-Income
204	424,105	287,143	67.7%	410,111	157,620	38.4%

The percent minority population in Table 6 is greater than the percent minority population within the MTS service area (67.7 percent versus 56.5 percent), so there is no disparate impact from proposed new service. The percent low-income population in Table 6 is greater than the percent low-income population within the MTS service area (38.4 percent versus 32.7 percent), so there is no disproportionate burden from proposed new service.

The Transit Optimization Plan includes a number of other route restructurings profiled in the Proposed Service Changes section that are not accounted for in Tables 3 through 6, as these routes do not include significant frequency decreases or increases and are not complete route discontinuations or additions. The FTA template does not offer a specific tool or methodology for analyzing these restructured routes. In the restructurings proposed in this project, service is effectively replaced rather than lost or gained in most cases, with the delta of geographic or temporal coverage between the current and recommended scenarios less than what would be considered “major” under Board Policy 42.

Route	Description of Proposed Change	Major Svc Change?	Weekly In-Service Hours				Weekly In-Service Miles				Est. Weekly Span of Service				New/Disc. Route		Directional Route Miles			Bus Stops Served			
			Current	Proposed (Est)	Percent Change	Major Svc Change?	Current	Proposed (Est)	Percent Change	Major Svc Change?	Current	Proposed (Est)	Percent Change	Major Svc Change?	New Route	Disc. Route	Current	Curr. Mi. Affected	Percent Change	Current	Proposed	% Current Stops Affected	Major Svc Change?
1	Route 1 would be adjusted as follows: Extended from Hillcrest to Fashion Valley instead of along 4th and 5th Avenues in Hillcrest; Route 1A service to 70th St. Trolley Station would be discontinued, with all trips ending at the La Mesa Blvd. Trolley Station instead. (Service between Downtown La Mesa and Grossmont Transit Center via La Mesa Blvd. would be served by new Route 52.)		777	847	9.0%		8,060	8,780	8.9%		***NO SPAN CHANGES***						14.8	5.2	35.2%	129	30	23.3%	no
3	Weekday frequency would be increased from 15 to 12 minutes, and Sunday frequency would be increased from 60 to 30 minutes.	x	711	900	26.5%	x	6,728	8,508	26.4%	x	***NO SPAN CHANGES***				***SCHEDULE-ONLY CHANGE***								
5	Weekday frequency would be increased from 15 to 12 minutes.		300	351	17.0%		3,369	3,938	16.9%		***NO SPAN CHANGES***				***SCHEDULE-ONLY CHANGE***								
7	All Route 7 trips would operate between Downtown San Diego and University Ave./College Ave. only. Continuing service east of College Ave. into Downtown La Mesa via University Ave. would be served by new Route 52. Also, peak hour service would be adjusted to operate every 10 minutes in both directions (instead of every 6 or 12 minutes, depending on direction).		1,276	1,175	-7.9%		12,864	11,829	-8.0%		***NO SPAN CHANGES***						13.7	4.2	30.6%	118	28	23.7%	no
8	During summer, frequency would remain every 15 minutes on all days. In non-summer months, Monday-Saturday frequency would be reduced from 20 to 30 minutes.		254	222	-12.8%		3,577	3,108	-13.1%		***NO SPAN CHANGES***				***SCHEDULE-ONLY CHANGE***								
9	During summer, frequency would remain every 15 minutes on all days (30 minutes north of SeaWorld). In non-summer months, Monday-Saturday frequency would be reduced from 20 to 30 minutes.		249	204	-18.1%		3,368	2,752	-18.3%		***NO SPAN CHANGES***				***SCHEDULE-ONLY CHANGE***								
11	Route 11 would be split into two routes: The northern segment would remain Route 11, operating between Downtown San Diego and SDSU via the current alignment. The routing in Downtown would be: southbound on Front St., left on Market St., and left on First Ave. to the terminal at First Ave./G St. Hours and frequency would be similar to current service.	x	1,254	703	-44.0%	x	15,330	8,584	-44.0%	x	***NO SPAN CHANGES***						23.4	10.7	45.6%	201	102	50.7%	x
12	New route number for the southern half of the current Route 11, operating between Skyline Hills and the City College Transit Center in Downtown San Diego along the current alignment to Imperial Ave. In Downtown, Route 12 would use 10th and 11th Avenues between Imperial Ave. and the City College Transit Center. Hours and frequency would be similar to current service.	x	0	668	100.0%	x	0	8,162	100.0%	x	0:00	131:36	100%	x	x		*New*	*New*	*New*	*New*	*New*	*New*	x
13	Weekday afternoon frequency would be increased from 15 to 12 minutes.		771	898	16.5%		9,119	10,616	16.4%		***NO SPAN CHANGES***				***SCHEDULE-ONLY CHANGE***								
18	Reduced span of service.		42	37	-12.0%		857	754	-12.0%		56:50	51:50	-8.8%		***SCHEDULE-ONLY CHANGE***								
20	Routing would be streamlined between Kearny Mesa and Mira Mesa to use Freeways 15 and 163 instead of Ruffin Rd., Kearny Villa Rd. and Black Mountain Rd. Service along Black Mountain Rd. would remain available during weekday peak periods on Route 31.		614	557	-9.4%		12,482	11,323	-9.3%		***NO SPAN CHANGES***						34.3	8.3	24.0%	96	22	22.9%	no
25	Route would be streamlined to use Highway 163 and Friars Rd. between Mesa College Drive and Fashion Valley. Local service between Mesa College Drive and Fashion Valley would remain on other routes as follows: Health Center Dr. on Route 120, Genesee Ave. on Routes 41 & 120, and Ulric St. on Route 120. Service on Comstock St. (west of Linda Vista Rd.) and Osler St. would be discontinued.	x	107	107	0.0%		1,695	1,695	0.0%		***NO SPAN CHANGES***						16.1	4.8	29.8%	106	40	37.7%	x
27	Route would be adjusted to operate along Kearny Villa Rd. instead of Convoy St. between Balboa Ave. and Clairemont Mesa Blvd.		217	217	0.0%		2,698	2,698	0.0%		***NO SPAN CHANGES***						9.9	2.0	19.8%	63	13	20.6%	no
35	Weekday frequency would be increased from 30 to 15 minutes. Service south of Newport Ave. would be replaced on weekdays by an extended Route 923 to Point Loma Ave., and discontinued in the later evening and on Saturdays.	x	243	319	31.2%	x	2,346	3,077	31.2%	x	***NO SPAN CHANGES***						5.4	1.4	25.4%	44	10	22.7%	no

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44	The northern end of Route 44 would be realigned on Clairemont Mesa Blvd. to serve east of Convoy St. to the Kearny Mesa Transit Center (instead of west to Clairemont Square). Service on Clairemont Mesa Blvd. between Convoy St. and Clairemont Square would be replaced by a revised Route 105.	x	595	530	-10.9%		8,266	7,372	-10.8%		***NO SPAN CHANGES***						13.0	4.8	36.6%	89	27	30.3%	x
50	Route would be adjusted in Clairemont and University City to use Regents Rd. and Governor Drive. Midday service would be discontinued between approx. 10 a.m. and 2 p.m. (but remain available on Route 41 on Genesee Ave. and Route 105 on Clairemont Dr.).	x	181	124	-31.4%	x	3,336	2,287	-31.4%	x	71:50	51:50	-27.8%	x			16.9	3.0	17.7%	62	18	29.0%	no
52	New Route 52 would replace eastern segments of Routes 1 and 7, operating between University Ave./54th St. and the Grossmont Transit Center via University Ave., Allison Ave., La Mesa Blvd. and Grossmont Blvd. 30-minute frequency, 7 days/week.	x	0	289	100.0%	x	0	3,003	100.0%	x	0:00	121:45	100%	x	x		*New*	*New*	*New*	*New*	*New*	*New*	x
83	Route 83 would be adjusted as follows: service would operate weekday middays only (approx. 8 a.m. - 3 p.m.); Rt. 83 would be disc. along Washington St. and into Hillcrest, which wouldremain served by Route 10; the northern terminal would move to Old Town, and the Fort Stockton Dr. segment would change to Sunset Blvd./Juan St.	x	57	36	-37.6%	x	627	391	-37.6%	x	64:05	40:00	-37.6%	x			5.8	3.2	54.5%	53	21	39.6%	x
84	Service would operate during weekday peak hours only, operating two round trips in the morning and two round trips in the afternoon, between Old Town Transit Center, SPAWAR Main Gate (via Cañon St), and the Sub Base Main Gate. Midday service and all service to Cabrillo Monument would be discontinued.	x	44	18	-57.8%	x	700	295	-57.8%	x	59:25	20:00	-66.3%	x			7.5	3.3	43.9%	59	19	32.2%	x
85	Implement new route to replace Route 905 service to northeastern and southwestern Otay Mesa proposed for discontinuation. Service would operate hourly 7 days/week.	x	0	63	100.0%	x	0	1,063	100.0%	x	0:00	88:10	100%	x	x		*New*	*New*	*New*	*New*	*New*	*New*	x
105	Route 105 would be adjusted as follows: the northern end would be realigned to operate east from Clairemont Square to KMTC, replacing Route 44 along Clairemont Mesa Blvd.; frequency along Clairemont Mesa Blvd. between KMTC and Clairemont Square would be 15 minutes on weekdays; the Route 105 segment between Clairemont Square and UTC would be replaced during weekday peak hours by a realigned Route 50; service along Milton St. and Burgener Blvd. would be discontinued and operated via Ingulf St. and Denver St. (current Route 105A routing).	x	237	445	87.7%	x	3,758	7,078	88.4%	x	115:23	132:06	14.5%				13.1	7.1	54.0%	114	56	49.1%	x
120	Routing would be adjusted in Kearny Mesa to remain on Kearny Villa Rd. instead of Convoy St. and Kearny Mesa Rd.		518	482	-6.8%		6,945	6,475	-6.8%		***NO SPAN CHANGES***						14.8	1.5	10.1%	68	7	10.3%	no
204	Weekday frequency would be reduced from 15 to 30 minutes, and weekend service would be discontinued.	x	109	44	-59.7%	x	1,420	571	-59.8%	x	113:56	81:30	-28.5%	x	***SCHEDULE-ONLY CHANGE***								
235	Weekday midday service would be increased to a 15-minute frequency.		935	1,075	14.9%		26,347	30,253	14.8%		***NO SPAN CHANGES***				***SCHEDULE-ONLY CHANGE***								
237	All trips would terminate on the east end at the Miramar College Transit Station. Continuing service to/from Sabre Springs/Peñasquitos and Rancho Bernardo Transit Stations would remain available on Route 235.		209	183	-12.4%		4,031	3,532	-12.4%		***NO SPAN CHANGES***						22.5	9.9	44.1%	23	4	17.4%	no
701	Sunday service would be added with a 60-minute frequency.		378	395	4.6%		4,823	5,079	5.3%		102:15	116:55	14.3%		***SCHEDULE-ONLY CHANGE***								
703	Route 703 would be entirely replaced with restored Sunday service on Routes 701, 704, and 709.	x	21	0	-100.0%	x	341	0	-100.0%	x	13:36	0:00	-100%	x		x	*Disc*	*Disc*	*Disc*	*Disc*	*Disc*	*Disc*	x
704	Route 704 would be adjusted as follows: routing would be adjusted to operate on 3rd Ave. instead of 4th Ave. north of Naples St., and to use F St. instead of E St. to/from the E Street T.C.; and, Sunday service would be added between Palomar Transit Center and Sharp Hospital with a 60-minute frequency.		309	300	-2.9%		4,328	4,225	-2.4%		98:02	113:29	15.8%				16.2	4.0	24.8%	105	33	31.4%	no

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707	Upon implementation of the South Bay Rapid in 2019, frequency would be increased from 60 to 30 minutes, replacing the extended Route 709 trips along Eastlake Parkway. The span-of-service would also be increased to match the current earliest and latest Route 709 Eastlake Parkway service.	x	37	92	150.0%	x	643	1,608	150.0%	x	54:20	73:35	35.4%	x	***SCHEDULE-ONLY CHANGE***								
709	Proposed addition of Sunday service at 60-minute frequency. Also, Upon implementation of the South Bay Rapid in 2019, Route 709 service north of Olympic Parkway along Eastlake Pkwy., Boswell Rd., and Lane Ave. would be replaced with added Route 707 service. Service around Lakeshore Dr. would be discontinued.	x	412	414	0.4%		6,348	6,121	-3.6%		106:39	123:28	15.8%				16.6	6.4	38.8%	79	34	43.0%	x
815	Weekday service would be increased to a 15-minute frequency. Also, route would be shortened to terminate at E. Main St./Madison Ave. instead of north to Broadway. Continuing service along E. Main St. would be available on Routes 864 and 874/875.	x	146	224	54.2%	x	1,576	2,424	53.8%	x	***NO SPAN CHANGES***						4.9	1.3	25.6%	40	4	10.0%	no
816	Route would be streamlined to operate along Washington St. between Jamacha Rd. and the El Cajon Transit Center instead of Main St./Douglas Ave.	x	152	146	-4.0%		2,071	1,987	-4.0%		***NO SPAN CHANGES***						8.8	3.9	44.8%	57	34	59.6%	x
832	Service along the loop of El Nopal, Los Ranchitos Rd., and 2nd St. would be discontinued.		39	33	-15.9%		612	515	-15.8%		***NO SPAN CHANGES***						8.3	2.0	24.0%	26	7	26.9%	no
834	Route would be restructured to operate as an hourly counterclockwise loop from Santee Town Center to West Santee, via Cuyamaca St., Mast Blvd., West Hills Pkwy., and Mission Gorge Rd., and Town Center Pkwy. Service along Mesa Rd. and Prospect Ave. would be discontinued.	x	18	30	67.2%	x	287	480	67.2%	x	18:55	57:30	204%	x			10.8	6.3	57.8%	60	53	88.3%	x
838	New Route 838 would replace the eastern part of Route 864 east of East County Square (Los Coches Rd.). Between East County Square and Viejas Casino, Route 838 would follow the same alignment as current Route 864, operating hourly every day between approx. 7 a.m. and 7 p.m. As an alternative, the Board may consider operating Route 838 earlier and later in the day.	x	0	150	100.0%	x	0	2,395	100.0%	x	0:00	95:42	100%	x	x		*New*	*New*	*New*	*New*	*New*	*New*	x
851	Route would be streamlined to operate to/from Highway 94 along Bancroft Dr. instead of Kenwood Dr. Also, service west of Hwy. 125 along Elkelton Blvd., would be discontinued, and weekday peak hour frequency would be reduced to 60 minutes.		72	56	-23.0%		1,164	896	-23.0%		***NO SPAN CHANGES***						8.6	3.6	41.7%	35	8	22.9%	no
856	Route 856 service to the Rancho San Diego Village area (Calle Verde and Via Mercado) would be discontinued. Minimal service to the area would remain available on Route 894. Also, Routes 856 and 936 would remain on College Ave. without turning through the College Grove Transit Center (which would still be accessible on Routes 916/917).		391	331	-15.2%		5,647	4,788	-15.2%		***NO SPAN CHANGES***						19.1	2.3	12.1%	94	5	5.3%	no
864	Route would operate between El Cajon Transit Center and East County Square on all days. Continuing service to Alpine/Viejas would be available via a transfer with new Route 838 at East County Square. Route would also be streamlined in El Cajon to remain on Madison Ave. and E. Main St., rather than using 2nd St. and Broadway. Sunday-only Route 864x would be replaced with service on new Route 838.	x	346	151	-56.5%	x	6,233	2,568	-58.8%	x	***NO SPAN CHANGES***						25.7	16.4	63.9%	134	94	70.1%	x
870	Discontinue route.	x	22	0	-100.0%	x	545	0	-100.0%	x	24:00	0:00	-100%	x		x	*Disc*	*Disc*	*Disc*	*Disc*	*Disc*	*Disc*	x
871/872	Route would be replaced with a hourly, weekday-only Route 872, operating a shortened loop via Johnson Ave., Chase Ave., Magnolia Ave., and Douglas Ave./Main Street (same as current Route 872A routing).	x	85	14	-83.0%	x	1,038	175	-83.1%	x	102:37	45:00	-56.1%	x			7.1	3.4	48.7%	48	34	70.8%	x
874/875	Service to the Granite Hills area would be discontinued, with the route using the current 874A/875A routing along E. Main St. and Jamacha Rd. instead.		276	248	-10.1%		3,580	3,219	-10.1%		***NO SPAN CHANGES***						13.3	2.5	18.9%	80	11	13.8%	no
901	Two peak shoulder round-trips discontinued.		657	645	-1.8%		10,896	10,703	-1.8%		***NO SPAN CHANGES***				***SCHEDULE-ONLY CHANGE***								

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905	Route 905 would be realigned to a single variant (instead of 905A and 905B) via the current Route 905 alignment between the Otay Mesa border and Airway Rd./La Media Rd., then via La Media Rd. and Otay Mesa Rd. to/from the Iris Transit Center. Also, weekday frequency would be changed to 30 minutes all day. Service to Britannia Blvd. and the western segment of Airway Rd., and to eastern Otay Mesa Rd. and Sanyo Rd., would be replaced by new Route 85, operating hourly on all days between the Otay Mesa border and Southwestern College (Otay), replacing portions of Routes 905A (Airway Rd. between La Media Rd. and Britannia Blvd.) and 905B (Otay Mesa east of La Media Rd., Sanyo Rd. and Heinrich Hertz Dr.).	x	175	158	-9.9%		4,030	3,636	-9.8%		***NO SPAN CHANGES***						17.3	6.2	35.8%	46	12	26.1%	x
906/907	Saturday and Sunday service would be increased to a 15-minute frequency.		560	648	15.7%		5,514	6,384	15.8%		***NO SPAN CHANGES***				***SCHEDULE-ONLY CHANGE***								
923	Service would be extended in Ocean Beach to Point Loma Ave., replacing Route 35 service south of Newport Ave. Also, Saturday service would be discontinued.		212	218	2.6%		2,420	2,458	1.6%		83:42	70:55	-15.3%				9.8	0.4	3.7%				no
929	Route 929 would terminate at the 12th & Imperial Transit Center instead of City College. Through-service would be available on the Trolley or Routes 11 and 901. Some late night trips could be extended to/from Broadway in Downtown.		1,109	1,032	-7.0%		13,145	12,227	-7.0%		***NO SPAN CHANGES***						17.6	2.2	12.6%	130	11	8.5%	no
936	Routes 856 and 936 would stay on College Ave. without turning into College Grove Transit Center. Service to College Grove Transit Center would remain available on Routes 916/917.		303	276	-8.8%		3,528	3,219	-8.8%		***NO SPAN CHANGES***						10.1	0.4	4.1%	66	4	6.1%	no
944	Route would be adjusted to serve Community Rd. and Hillery Place. Service would be discontinued east of Midland Rd. (and along the Garden Rd. loop).	x	116	116	0.0%		2,108	2,108	0.0%		***NO SPAN CHANGES***						8.2	3.1	37.7%	66	28	42.4%	x
950	Frequency would be increased to 10-minutes in the morning peak, and later night service to the Otay Mesa border.	x	56	82	46.0%	x	2,031	2,964	46.0%	x	99:13	113:53	14.8%		***SCHEDULE-ONLY CHANGE***								
955	Weekday service would be increased to a 12-minute frequency.		653	762	16.7%		7,511	8,754	16.6%		***NO SPAN CHANGES***				***SCHEDULE-ONLY CHANGE***								
962	Increase frequency from 30 to 15 minutes on weekdays and from 60 to 30 minutes on weekends. Also, route would be streamlined to remain on Plaza Blvd. and Paradise Valley Rd., instead of Harbison Ave., Reo Dr., Cumberland St. and Potomac St. Local Paradise Hills service would be mostly replaced by Route 963.	x	229	462	102.1%	x	2,869	5,798	102.1%	x	***NO SPAN CHANGES***						9.5	2.7	28.5%	64	19	29.7%	x
963	Route would be changed on the east end to continue east on Plaza Blvd. to Harbison Ave., and replace the Paradise Hills portion of Route 962, via a loop of Reo Dr., Cumberland St., Saipan Dr., and Alleghany St. Service would operate every 30 minutes on weekdays and hourly on Saturday/Sunday. Service south along Euclid Ave. to Plaza Bonita would be replaced by a realigned Route 968. (Route 968 would remain on Euclid Ave. instead of the Granger Ave./24th St. loop.)	x	135	115	-14.8%		1,640	1,404	-14.4%		83:45	112:31	34.3%	x			6.3	3.7	57.8%	49	28	57.1%	x
967	Routing would be adjusted to eastbound 4th St. between Euclid Ave. and Harbison Ave, continuing east to Alta Vista (Mariposa Pl./Ava St) via the current routing. Also, Saturday service would be discontinued.		61	56	-8.0%		795	665	-16.4%		93:16	81:05	-13.1%				5.3	0.3	5.5%	37	1	2.7%	no
968	Route would be adjusted to operate weekdays only, between 24th St. Transit Center and Plaza Bonita. From its current alignment along 4th St., Route 968 would turn south on Euclid Ave. to Sweetwater Rd. and into Plaza Bonita. Route 968 service east of Euclid Ave. and to the Munda Rd. loop would be discontinued.	x	68	78	15.5%		908	1,046	15.2%		92:00	78:35	-14.6%				9.3	2.9	30.7%	46	16	34.8%	x
992	Saturday and Sunday service increased to a 15-minute frequency.		302	349	15.7%		2,966	3,434	15.8%		***NO SPAN CHANGES***				***SCHEDULE-ONLY CHANGE***								

Name	Route (s)	Comment	Mode of Communication
ROUTE 1			
Peggy Allen	1	We need that bus, children, teenagers, people going to work, going to 99 cent store. Please don't change #1 bus.	Voicemail
-	1	To provide access to Hillcrest medical facilities for seniors, Route 1 needs to continue loop around 4th and 5th Avenue then go up 5th to Fashion Valley.	Web
-	1	DON'T CHANGE THE ROUTE 1!" THE ROUT IS FINE AS IT IS! WHY FORCE INDIVIDUALS LIKE MYSELF(WHO LIVE IN THE SDSU AREA) TO HAVE TO GET OFF AT THE LA MESA TRANSIT STATION AND F**** WAIT FOR ANOTHER BUS TO GO TO GROSSMONT CENTER?!!! THAT'S "S***-F*** STUPID AS F***!" AS FOR THE FASHION VALLEY EXTENSION; MANY, LIKE MYSELF, CAN EASILY TAKE THE ROUTE 120 TO FASHION VALLEY. REMEMBER, THE ROUTE 1 ENDS ON 5TH NEAR UNIVERSITY AVENUE(WHERE THE 120 STOP EN ROUTE TO FASHION VALLEY. THEREFORE, DON'T MAKE ANY CHANGES ; THE ROUTE 1 IS FINE AS IT IS!!!	Web
-	1	1/215 duplicated combine for higher freq	Web
-	1	If you are considering having the route go to Fashion Valley transit center get ride of the route 1A because if you are going to have a new route 52 that goes to La Mesa Blvd trolley station you don't need the route 1A. People can catch the trolley to Grossmont by the orange line and transfer to the green line toward 12th Ave and Imperial Ave.	Web
-	1	Why are you going to make it more difficult to get to grossmont by having to transfer to another bus and take a chance on getting to work even later, it seems like your just creating this new project so you can increase the money and not taking into concsideration the inconvenince of the people	Web
-	1	Have this bus continue to loop around to the 4th Avenue medical centers on its way to Fashion Valley for Eastern area seniors.	Web
-	1	Connect route 11 and route 12 at 12th and Imperial, who ever heard of splitting up a route then not connecting its different parts, totally outside basic transit planning principles	Web
-	1	Connect route 11 and route 12 at 12th and Imperial, who ever heard of splitting up a route then not connecting its different parts, totally outside basic transit planning principles. Keep transit service on all of a major cross street-Market Street including for senior tower dwellers from University and Park through Cortez to downtown	Web
-	1	Have it run to Gaslamp, and then 'bounce' to 12th & Imperial	Web
-	1	Nice extension. Increase frequency of Route 52 to connect.	Web
-	1	I think that proposal is a good one.	Web
ROUTE 3			
-	3	I support adding additional frequency to route 3.	Web
-	3	This bus is not pleasant to take, full of homeless guys from Commercial Street going to Hillcrest clinics Make the 11 which has a nicer community of people more frequent not this one.	Web
-	3	run until 1am nightly	Web
-	3	Have the bus drivers for the 3 and 10 at Washington and Fifth coordinate themselves so that the 3 to the UCSD hospital doesn't leave as soon as the 10 comes in or the 10 driver doesn't wait for the 3 to pull out before pulling in.	Web
-	3	good	Web

Name	Route (s)	Comment	Mode of Communication
ROUTE 5			
-	5	Keep the system fair and equitable across the region. Don't increase frequencies on this or any bus to 10 minutes while cutting back other services to half hour. Half hour headways don't mean people use schedules, it means they try not to use the service--either they take Uber or Lyft or avoid going on the trip all together. And it is easier to keep riders by keeping to 20 minutes than gain riders through ads by increasing bus routes like this to 10 minutes.	Web
ROUTE 7			
Hasani Hughes	7	This route honestly sucks horribly! It never fails to be soo late! Something needs to be done about this! Even 10 minutes in my opinion is too late. San Diego is a big city and our transit needs much improvements! From MTS trolley guards to bus routes. Today this 7 that I am still currently on is running ten whole minutes late which means I am late for work. I know it's not entirely the drivers fault. There was a wheel chair and several ppl pulling the cord at unwanted stops. Even with that being said, maybe two buses can be dispatched 5 minutes apart to keep this kind of thing from happening. I already leave my house way ahead of time, and shouldn't have to really cuz the bus should be more time efficient. I will continue to complain until this is fixed. I need MTS and I pay for the service so I expect to be able to count on it.	Web
-	7	I like the new Route 7.	Web
-	7	Sorry to see Route 7 terminating farther to the west; if you want this to work, increase frequency of Route 52 connection from La Mesa	Web
-	7	keep 12 Park replacing #7, 10 replaces on Univ Improves frequencies	Web
-	7	Don't increase frequency on this bus any more. I stand on the corner of University and Park between 8:15 and 8:30 waiting for a 10 bus and see 3-4 7's go by	Web
ROUTE 8			
-	8	good	Web
-	8	Don't reduce service to our world famous beaches ever.	Web
-	8	For system equity do not reduce non-summer frequency of service from 20 minutes to 30 minutes. This will harm all the retail and restaurant workers at Pacific and Mission Beach places and the system for tourists--they will think it dumb that we advertise our great beaches and they can't get to them easily, they won't think 70 degrees or even 65 is too cold for a beach trip.	Web
-	8	Do not reduce non-summer frequency of service from 20 minutes to 30 minutes. This will harm all the retail and restaurant workers at Pacific and Mission Beach places and the system for tourists--they will think it dumb that we advertise our great beaches and they can't get to them easily, they won't think 70 degrees or even 65 is too cold for a bea	Web
ROUTE 9			
-	9	good	Web
-	9	Don’t reduce service to our world famous beaches ever.	Web
-	9	This route should still run every 20 minutes due to overcrowding	Web

Name	Route (s)	Comment	Mode of Communication
ROUTE 10			
-	10	Restore the eliminated despite our input but not brought up before the Board MAJOR Route 10 June 11 changes. Restore the bus stops at 3rd and Washington and 3rd and University.	Web
-	10	Restore the Washington and 3rd and University and 3rd Route 10 bus stops as seniors and others have dangerous walks across curb cuts to get to health care places--Lab Corp and Family Health Service on Washington and Walgreens on University. And for the Washington and Third who ever heard of transit planners eliminating a bus stop for the best pizza place--Bronx Pizza. Eliminate stops if you will before Park Blvd as that part of the route is well covered by constant big artic 7 buses. That was crazy to eliminate stops where there is not other service but keep them where there is frequent service already, who ever heard of such a thing.	Web
ROUTE 11			
Lynne Shapiro [Multiple]	11	I am even more concerned, however, at the many who would not have direct access to the regions only transit-friendly Grocery Outlet/Bargain Market at 10th and Market which is almost half a mile from the proposed 1st and G Route 11 truncation location.	E-mail
-	1, 11	The proposed changes make transit nearly impossible. If I want to get from Hillcrest to Downtown or Convoy street nearly impossible. I'm a native San Diegan. I don't know what you are thinking. We have an aging population and disabled. You push things through like Route 215.	Voicemail
James	11	If you can't bring the Route 12 to 12th and Imperial, have the Route 11 go onto Market Street and the last stop would be at G Street. Have the Route 11 go to Front Street and park it at Front and F Street. You can park three to four buses here. Then you could have Route 12 stop at Front and F Street too.	Voicemail
-	11	We need a bus that serves East Village and runs on Market St. Keep #11 on Market St.	Web
-	11	With the Department of Child Support Services now open at 3666 Kearny Villa Road, a new bus stop is needed at Aero Drive and Kearny Villa Rd (Hotel corner) I know plenty of Seniors that get their groceries at Grocery Outlet by riding the 11 to and from Senior housing complexes, without a way to connect to a bus going down Market Street creates a very bad hardship on people with walkers, wheelchairs and canes.	Web
-	11	I am concerned that the new Route 1 will turn into another Route 11 as it seems like it is trying to do too much with one bus.	Web
-	11	the ridership through Kensington via Aldine Dr. to SDSU is extremely low. please consider rerouting the 11/12 route to the 15 freeway or reduce the operating schedule Going down/up Aldine Dr. creates an enormous amount of noise pollution for this 100% residential neighborhood.	Web
-	11	Please do not change this route. It eliminates direct access to the San Diego Central Library from Uptown, Normal Heights and other neiborhoods. The northbound stop is right at the Library; the no. 3 is not an acceptable alternative for handicapped and elderly riders due to the distance from Market Street.	Web
-	11	If we must have a no. 12, please extend the terminus to 12th/Imperial Transit Center so access to the Central Library is maintained and direct connection to the no. 11.	Web
-	11	people get groceries at ralphs and jimbos at 1st and F. If you break the route, they will ride the bus 2 blocks to change to the 12 at Broadway. doesn't make sense.	Web

Name	Route (s)	Comment	Mode of Communication
-	11	not good at broadway start; better at F at Ralphs	Web
-	11	Splitting thr route should help - why has it taken so long?	Web
-	11	Finally a good idea splittling the route #11	Web
-	11	Please keep continuous bus service in downtown along Market Street, it is currently a great alternative to driving.	Web
-	11	This should have been done many years ago.	Web
-	11	as long as routing stays similar, with only abus number change and ending downtown I think that proposal is a good one.	Web
-	11	The route splits in the 11 to 11 and 12 need to meet at 12th and Imperial to keep bus service fully on Market Street near senior towers and to provide senior tower residents on Market Street, in the Cortez, Mission Hills and Hillcrest areas direct access to Grocery Outlet, the Central Library and medical facilities in the Market Street area.	Web
-	11	Market St must be connected somehow as there are several streets cut off with no service	Web
ROUTE 12			
-	12	See Route 11 as I am totally in support of Route 11 becoming 2 routes as people dont really go on the route for the entire distance and with minimal impact you can make it into 2 routes.	Web
-	12	Market St must be connected somehow as there are several streets cut off with no service	Web
-	12	remove #12 off 1st Ave since it can replace #7 on Park	Web
-	12	Please keep continuous bus service in downtown along Market Street, it is currently a great alternative to driving. Or as an alternative, have the new 12 bus serve Market St. from Front to 4th/5th for easy transfer to the 3 bus.	Web
ROUTE 13			
-	13	good	Web
-	13, 14	Route 13 could be re-worked to service Rancho Mission Rd in lieu of total elimination. This 'streamlining' should not affect the good citizens who depend on these essential public services. These services are to help citizens be productive and self sufficient so we don't have to rely on family members and become shut-ins of society.	Web
ROUTE 14			
Shain Haug [Multiple Comments]	14	I am distressed by the potential denial of bus service from 51st and Zion to the San Diego Mission and Grantville Trolley stations. Because of the narrow windows allowed to transfer between the Route 14 and/or the Green Line and 215 it is likely that the prospective change in schedule will add a full hour to to my travel between 51st and Zion and downtown and return in the evening. If you are going to deprive our community of use of the San Diego Mission and Grantville Trolley stations by the truncation of the Route 14 you MUST revise the route schedules to ensure seamless transfers. I would like to discuss this further with you and hope that you will call me for a conversation in this regard. I am generally available at the number given after 5:00 p.m.	Web
William Erickson	14	Please do not discontinue the # 14 bus from traveling from Friars to Rancho Mission to Ward road. There are nine condominium projects with no way to get to the San Diego Mission trolley station or to Rite Aid drug store or Vons. Many older residents do not drive! How do they survive?	E-mail

Name	Route (s)	Comment	Mode of Communication
-	14	Concerning elimination of Rancho Mission Rd service. I am a disable man, 53 years old. I support myself through full time work. I bought my condo specifically for the reason it is next to the 14 bus line. I do not drive. Removing this line will cause a tremendous physical hardship due to my cerebral palsy, due to living at the top of Rancho Mission Rd near Friars Rd and the trolley station is at the bottom of a steep hill that i find extremely difficult to walk. I do not qualify for the Access bus and it would be difficult to arrange to leave work in a 3 hour window the Access bus requires. By removing this bus line, you are impacting my being a self-sufficient citizen and adding an undue burden to walking a steep hill that a citizen without a disability would find invigorating. You are taking away a personal freedom to be a productive member of this society in San Diego.	Web
-	14	Please consider the initial proposal for the Bus Route 14 to extend the route from Kaiser Hospital to Grossmont Transit Center, thank you.	Web
-	14	Route 14 provided timely connection between Allied Gardens and the nearest trolley stations, Mission San Diego and Grantville with minimal waiting time at the transfer points. The elimination of that connection leaves only the San Diego State University transit center as a means to connection between Route 14 and the trolley or Route 215. If you are to eliminate the Kaiser Hospital to Grantville connection you must connect Allied Gardens to the SDSU transit center on at least a one half hour basis with timing for minimum wait time at the transit center either way. As it is, it does not appear that the Route 14 will stop at the SDSU transit center either direction.	Web
ROUTE 20			
-	20	I don't use route now but in the past and in the future will use it. All the workers that use service on Black Mountain Road will weck a lot of people, you say this streamline, but little advantage. Really bad idea.	Voicemail
-	20	Please do not discontinue the Black Mountain route. This route helps reach stores and businesses there during the weekend when there is no route 31.	Web
-	20	I am a big route 20 rider and the changes seem to be good.	Web
-	20	On week days peak hours route 20 should be every 15 minutes from rancho Bernardo transit center to downtown. On Sundays route 20 should be every 30 minutes from Miramar college to downtown.	Web
-	20	Isn't this proposing re-route what the 235 is for? The 235 already goes straight to Kearny Mesa TC. I feel like there are still a lot of south bound passengers, that would now have to now travel North to Miramar TC, just to travel South towards Kerney Mesa TC. Thanks for your time.	Web
-	20	Increase the Sunday service to every 30 minutes	Web
-	20	We oppose this proposed change because it will tremendously inconvenience the many passengers who get on/off along Black Mountain Road, as well the connecting passengers who get on/off at Ruffin Road. MANY people utilize route #20 to access the commercial areas--businesses and services, as well the densely populated residential areas. Many passengers use this route when bus #31 is unavailable. This proposed change would require that all of these passengers walk to and from Miramar College Transit Center. Such as change is unwelcome and unreasonable. Please reconsider this proposed change. It would only reduce the trip by 5 minutes, but cause tremendous inconvenience to many of us who ride this route daily. Thank you	Web
ROUTE 25			

Name	Route (s)	Comment	Mode of Communication
Victoria Simmons	25	Removing the Ostler/Comstock portion of Route 25 would be a tremendous disservice to the people in that neighborhood who depend on #25. Many of them are elderly immigrants. Many use the bus as part of their commute to work. Some use this bus to get to Sharp Hospital. The bus is usually crowded. To get to the bus stop for the #41 on Genesee is an extra 10-20 minute walk. To get to the bus stop for the #44 on Linda Vista Road is an extra 20 to 30 minutes. That may not seem like much, but it is through a hilly neighborhood that can be difficult to walk, especially for older people carrying groceries or laundry. For commuters, the extra walk and waiting for another bus connection could add up to an hour to our commutes, each way.	E-mail
ROUTE 27			
Estela Melendez	27, 44, 50	As a paying customer, please do not reduce service for Routes 27, 44, and 50.	E-mail
-	27	Please add a Sunday schedule	Web
-	27	Peak hours should be every 15 minutes on weekdays	Web
-	27	Prolific service in anticipation on the Troley extension -- every 15 min to connect with 41	Web
ROUTE 28			
-	28	Line 28 should cover 84 mts makes people transfer to many times	Web
ROUTE 31			
-	31	Yo30u stated in your MTS flyer (6-26-17 to 7-20-17) that the "following routes" didn't have any "major changes" to be considered..."30, 31,41...921", yet there was a "major change" made to several of these routes, including Routes 31 and 41, and nowhere in the listing above was there ANY space for "public comments" to be submitted. Also, there were probably not many speakers in favor of keeping these routes as they were, since people would not come out and "comment" on routes they had been told "would not be having 'major changes' made" to those routes. Since the public was NOT INFORMED of the potential for such changes, and had been told no changes WOULD BE MADE, WHY would they come and speak in "defense" of the routes that they need, if they believed the information given to them in YOUR MTS flyers.....WE WERE 'MIS-INFORMED BY YOU, and now our bus service has been impacted due to the "lack of public comment".....This is not fair, and it needs to be reconsidered.	Web
-	31	The bus route that I am concerned with is the 31, which was changed dramatically even though the initial flyer announcing the possible changes specifically stated that Route 31 was among the bus routes that would NOT be changed in any way.....Therefore, few people commented on it because they saw no reason to contest changes on a route that they had been informed WOULD NOT BE CHANGED.	Web
-	31, 44, 105	Please increase frequency of Route 31 on Weekdays. Also, please add service for route 31 on WEEKENDS, even if it is infrequent. Also, since route 44 is being changed, maintain similar frequency for route 105 and potentially align times for transfer from route 41 at Genessee Av. and Clairemont Mesa Blvd.	Web
ROUTE 41			
N/A	41	I have a concern. I heard you were going to stop it [Route 41]. I have two daughter and a son disabled who cannot drive. Really depend on bus. Please if you can, please keep bus or help somehow.	Voicemail

Name	Route (s)	Comment	Mode of Communication
Misty Prino	41, 44	I do not have a car, I have a bicycle. I have issues going to issues on weekends past 10 p.m. Ridiculous are cuts in evening. Marking hard on us. 511 does not work. Losing riders because of all the changes. Having a trouble with bicycle. Rethink some of your changes. Make it more accessible to people that have to travel in evening. Route 27 doesn't do anything on Sundays.	Voicemail
ROUTE 44			
-	44	Keep the Route 44 bus for many important reasons. Thank you and have a good day.	Voicemail
-	44	I am disabled and I need the route to go to my doctor appointments. I heard the Route 44 won't go by the Smart & Final. If you could keep it the way it is. My doctor on Convoy. I have another doctor at Sharp Memorial Hospital. I'm disabled and cannot drive.	Voicemail
-	41 ,44	Do not change the route or make any stop changes. It's the most economical and viable way for me to get around. I'm a senior citizen.	Voicemail
-	44	I do not want Route 44 changed. Times can be changed, just don't want route changed. That's my only way to Mesa College.	Voicemail
krystal Brown	44	I am an MTS user and I was wondering how I'm supposed to get from Claremont to Mesa College Drive on the bus, are usually use the 44 on Merrimack and Clairemont Drive but now it doesn't service Claremont so I don't know what bus I need to use	E-mail
Linda Paulin	41, 44	I am appalled by the proposed elimination of bus service in Clairemont, especially between downtown, Clairemont Town Square and Westfield UTC. How are we supposed to get downtown for jury duty? Or maybe we will be exempt since there will be no public transportation available. I can understand cutting back on the frequency, but total elimation of stops will create a real hardship.	E-mail
Catherine Hall	44, 105	I've read that you are proposing massive changes to the routes of the 44 and 105 buses. I find it difficult to believe that adequate consideration has been given to the needs of the elderly who no longer drive. While they don't need 'special' busing, they do benefit from the frequent schedule provided on the 44 bus route. I've personally seen many older citizens use this mode of transportation to go to Clairemont Square, Walmart, Zion, and the Asian markets, as well as further to Downtown or University Town Center, when their needs dictate.	E-mail
Janet Lutz	44	Why would the MTS Planning Board want to disrupt a great & useful bus line? #44 is a well-planned route--Clairemont Square, Mesa College, Old Town and all the apartments & shopping centers along the way. Your plan of forcing us to transfer to the 105 is an unnecessary & time consuming hassle for the riders! I wonder if any of you people on the planning board ever actually ride the buses? If you did, you would know that changing buses does nothing to encourage ridership. I am a senior citizen who uses the Route 44 bus more than once a week to go from Convoy & Othello to Clairemont Square where I do a lot of shopping, dining & movie viewing. Please do not change #44!	E-mail
-	44	Have a 10:15 bus that starts from Mesa College for students in classes that end at 9:50	Web
-	44	Don't change Route 44 from the original proposal. Don't bow to peoples feedback to bring back the old route. Maybe have a 44A or 44B which is the old route for those who don't want to have to transfer.	Web
-	44	New route is good	Web
-	44	I love the new Route 44. Don't bow to pressure from others to change it. People are resistant to change, but this change is for the better as more people will ride the Rapids.	Web

Name	Route (s)	Comment	Mode of Communication
-	44	Instead of changing the 44 why don't you terminate the 105 at Clairemont square and add a route from Kearny transit to mesa college. Many seniors only pay cash and would have to pay twice for the same trip.	Web
-	44	Have been out of town for most of the summer & unaware of the proposed changes to this Route. The article that I read in the Clairemont Times has me very confused. I am 82 & ride this route very often to get to the Clairemont Square from Linda Vista. One question is what bus will be providing service on Clairemont Mesa Blvd. between Convoy & the Square? Sionce Madison High School is on that route, what route will provide their transportation? Your web site, as far as I can tell, is not really that informative.The thing that really need tobe looked at on the 44 route is more adequate service arounf Mesa College. There are MANY times that I have been on that buss, when there are at least 25-30 students getting on an already crowed bus. I am a pretty savey bus rider, using the 120, 25, 27, 41, 101 & the Trolly & have had nothing but praise for my riding experience in my section of town (even riding as far as Encinitas & Carlsbad at times). But this proposed change in this route has me very concerned due to my age. You want people to use public transportation, but then you change it to make it more difficult. There are alot of senior citizens that ride that route. Please reconsider this decision.r	Web
-	44	Have a 10:15 bus that starts from Mesa College for students in classes that end at 9:50	Web
-	44	A great Idea! especially for southbound students going to MESA. Thanks for your time.	Web
-	44	Have and 10:15 p.m. bus from Mesa College for classes ending at 9:50 p.m.	Web
ROUTE 50			
Alice Goldman	50, 105	You propose to have the 50 bus operate only during "peak hours", whatever that means and turn left at Clairemont Mesa Blvd. instead of going to Genessee. And the 105 you are not clear on where it would go up Milton. Why are you screwing things up like this? It works great just the way it is. I depend on the 50 a lot for doctor appointments. [Excerpts]	Letter
Katie Rodolico	50, 41	I live in east UC. Our closest bus stop is at Genesee and Governor. My children are enrolled at SDHS downtown, and take the 50 bus to school. If the proposed changes occur for route 50 they will need to take 2 buses to get home... spending hours doing so. I participate in water fitness classes at Swanson Pool on Governor Dr. Several regulars take the 105 from Clairemont to get to the pool. This will be effected if the 105 ends at the Clairemont Square and if the 50 doesn't run during the middle of the day. [Excerpt]	E-mail
-	50	Needs to run all day long, every 30 minutes	Web
-	50	It should run every 30 to 60 minutes	Web

Name	Route (s)	Comment	Mode of Communication
-	50, 150	The changes to the 105 and 50 will greatly impact my ability to get where I need to go during the middle of the day. I am a senior who doesn't have a car and I rely on the bus service to run my errands and do my banking, etc. It will be difficult for me to get to my bank during banking hours and to my preferred grocery stores during the middle of the day if you realign the 105 and limit the 50 to only rush hour service. Will the 50 only run once an hour like it does now? How will I get where I need to go? Will I have to pay Uber or Lyft to take me places? How will that cut back on traffic? These proposals are unfair to those who count on the buses to get us around town.	Web
ROUTE 52			
-	52	This bus should have a 20 minute headway, not 30 minutes	Web
-	52	Have this bus every 20 minutes for system equity	Web
-	52	Route 52 is definitely going to relieve the 7 for a lot of its duties.	Web
-	52	making to 52 run only ever hour when the old routes already stop early is not good.	Web
-	52	For system equity, have the frequency be every 20 minutes not every half hour also for the many older Asian bus riders who aren't part of the TOP process and for those going to the Kroc Center and health care places between College Avenue and La Mesa	Web
-	52	Increase frequency, please.	Web
ROUTE 83			
EmN/Ai La Fond	83	I am very upset that the 83 bus is possibly going to be cancelled!!! This is very unfair to the poor population who has been your customers for years!!! These ladies need a way to get to work to earn a living! What happened to San Diego being the Finest City in America???	Web
Kent Koopman	83	We attended the MTS Public meeting at 1255 Imperial on Thursday, July 20, 2017. We were there to support the continuation of bus route # 83. We use this route to ride downtown so we can connect with the Blue and Orange line trolleys at America Plaza. We also use this bus to ride to Shay Nursing home on Reynaud when one of our neighbors happens to be taken there for rehab. As senior citizens w/o an automobile and living in senior housing (Green Manor) we appreciate the #83 bus and hope the present route and schedule can be maintained.	Web
John Weems	83	Pls let the Bopard know that I and my friends and neighbors in Mission Hills will definitely use Bus 83 more if it goes to the Old Town Transit center.	E-mail
Joyce Karel	83	I am strongly in favor of continuing Bus Route 83, it is a lifeline for we Seniors who depend on it to get downtown to appointments, shopping and entertainment. It would be great if the Hillcrest Loop could be discontinued and bus route could be continued to the Old Town Transit Station, which would make the bus service even more user friendly.	E-mail
Stuart Showalter [Multiple Comments]	83	As a resident of Mission Hills and a frequent patron of MTS Route #83, I strongly disagree with any plan to eliminate that bus or restrict its hours of operation. I do support, however, the option to eliminate the Hillcrest Loop and, instead, to extend the north end of the route through Old Town to the Transit Center. The "loop" offers nothing that can't be obtained by the #10, and the extension through Old Town covers new ground not currently served by MTS. [Excerpts]	E-mail

Name	Route (s)	Comment	Mode of Communication
Darryl Bowlin	83	We are seniors living in N Mission Hills. We still drive but love to take public transportation. We think its a great idea to continue the bus line down to the Old Town transit station. When we take the trolley, we can never find parking, so the bus would help. It would also help in getting people up here that work in the area. So they need an early morning schedule. We love traveling in Europe mainly because one never needs a car. The US is so far behind!	E-mail
Patricia Paylor [Multiple Comments]	83	The final proposal to be presented to you on September 21 suggests limited service from 8:00 a.m. to 3:00 p.m. IT IS ABSOLUTELY THE WORST THING THAT COULD HAPPEN TO THIS ROUTE. We've all conceded that the route to Old Town is going to happen, no matter what we say. As a result, many who live and work as far up as Arista Street will now have to walk a long way to get to work or home.BUT TO REMOVE THE EARLIER MORNING AND THE LATE AFTERNOON/EARLY EVENING RUNS ON THIS ROUTE IS THE MOST DAMAGING OF ALL. It will affect very many people who need to get somewhere in the morning and evening. [Excerpts]	E-mail
Judith Krumholz [Multiple Comments]	83	Please don't decapitate Bus route 83 ..	E-mail
Jim Eckman	83	Dear Mr. Castellini - as a Mission Hills resident I am writing to object strenuously to the final proposal for the Route 83 bus. Restricting the timing of runs to only start at 8:00 am and stop by 3:00 pm (ESPECIALLY the latter) is, in my mind, preposterous. This would make the bus functionally useless for anyone wanting to use this bus for work commuting (in either direction) or to go downtown for all-day business (such as jury duty). Unless the first service starts in the 7:00 am hour and continues to AT MINIMUM 5:00-6:00 pm, the bus will have VERY limited use. Please reconsider the timing I have no issues with eliminating the Hillcrest portion of the loop (other buses do go there) or to head to the Old Town terminal. However, the timing restrictions are VERY ILL ADVISED.	E-mail
Linda Artiaga [Multiple Comments]	83	I am a homeowner and resident of Mission Hills. I have several senior friends in the area who are totally dependent on the 83 bus to go to the store and doctor appoint-ments and urge you to vote to keep the line going. Also, what kind of City and metropolitan transportation system do we have that would have no public transportation to one of the City's most historic and iconic neighborhoods? I respectfully request that you vote to keep the 83 line in full operation.	E-mail
Barbara Augustine [Multple Comments]	83	I am almost 80 years old and depend on my friend to help me 2 days a week… she has to take that bus --- she has no other way to get here… b.augustine	E-mail
Debarah Wiggs	83	Thank you for your comments regarding the Route 83 bus. I am forwarding your email along to the appropriate staff.	E-mail
Joan Braustein [Muliple Comments]	83	Oh, please do not let this travesty happen. I am a 70-year-old senior who will lose my safe way home from downtown, but I grieve most for the workers who for years have relied on this bus to get to and from work in Mission Hills in the morning and evening hours.	E-mail

Name	Route (s)	Comment	Mode of Communication
Sharon Gehl	83	The only way to save the 83 bus long term is to increase ridership. I think using the money saved by eliminating the Washington Street loop to extend the north end of the route to the Old Town Transit Center, could increase ridership by making the bus an option for high school students who go to the Science and Technology High School in Liberty Station, college students who go to USD, SDSC, or UCS, and residents who work north of Mission Hills. But all of these changes would be wasted if the bus runs midday only. One way to get more money would be to raise fares. I understand that it's been 10 years since bus fares were last raised. Maybe it's time!	E-mail
G. Kaffel	83	Please Keep bus 83 in Mission Hills. WE all use it..	E-mail
Marcia Halpern	83	I am writing to urge you to vote in favor of keeping a full schedule for the 83 bus line in Mission Hills. This bus is utilized by a wide variety of people who work in this neighborhood on a daily basis. Cutting this line would make their commute much more difficult. Any alteration of the route should include a connection to the trolley station in Old Town or Washington St. And, if MTS were to contemplate any reduction in service, it should be for the midday service, not the morning and evening service. In order for our city to be environmentally sustainable, as well as accessible to visitors and our aging population, we need to encourage the use of public transportation, NOT reduce it.	E-mail
Joan Braunstein	83	Oh, please do not let this travesty happen. I'm a 70-year-old senior who will lose my safe way home from downtown, but I grieve more for the people who for years have relied on the 83 bus to get to and from work in the morning and evening hours. They're getting older as well. Please reconsider. Who is behind this senseless schedule proposal to run the 83 only in the middle of the day? It sounds like someone who has a grudge against Mission Hills. Surely all of you don't feel that way. Please reconsider. I've worn my "Save 83" badge since the last meeting and have described the situation to everyone who asks about it. MTS will lose face with many locals if this proposal goes through. Again, please reconsider. I trust that after the final decision I can still sign off as	E-mail
Beverly Thompson	83	My husband is 84 years old and I'm 86. We have a part time care giver and housekeeper. We need to bus to continue so our helpers can get to work to take care of us.	Voicemail
Gia Walker	83	My father is a senior and purposely stop driving his car, as a matter of fact he sold it. He knew he should no longer drive due to his age. My Father lives with me and was so excited to see a bus route close to our home, within walking distance. Being 82, he gets tired but with the bus stop being close, it's a blessing. For the last four years my father has enjoyed the luxury of bus 83 taking him to and from doctors appointments, back and forth to the store for much needed items. Please, I explore you and all other making the decision...to NOT take bus 83 away and consider the many people this will effect and not just the bottom line. [Excerpts]	E-mail
Doug	83	The bus drivers are the best in the City. Please keep the bus line along Reynard Way.	Voicemail
Lauren Williams	83	I own three properties in Mission Hills. I find it absurd that this bus might not exist in the near future. A lot of people depend on it. We all know a lot of housekeepers and gardeners depend on it. I'm absolutely against it.	Voicemail
Stephanie Morgan	83	We rely on this route to deliver my daughter to school. Also, service workers use this route carrying heavy items. There are many new charter schools in Downtown San Diego.	Voicemail

Name	Route (s)	Comment	Mode of Communication
Leslie Morgan	83	This is our daughter's way to get to school. We've been taking this route instead of taking the Trolley at Old Town. There are a lot of Charter Schools now Downtown. Grant Elementary School is feeding less to Pt. Loma HS. Highly in support of maintaining Bus 83.	Voicemail
Mary Johnson	83	Keep Bus 83 in Mission Hills ... we need public transportation in our neighborhood!	E-mail
-	83	Save 83 is the right thing to do for seniors in that area.	Web
-	83	If you eliminate 83 service on Washington Avenue from Hillcrest, reinstate the 10 bus stop at 3rd and Washington and 3rd and University.	Web
Christopher Ward *Councilmember, City of San Diego, District Three*	83	I am writing to express my opposition to the removal of Bus Route 83 in San Diego, that connects Mission Hills and Hillcrest to the Downtown area. I have received numerous communications from constituents of District 3 who are concerned about the elimination of this route, and we previously provided a letter of support in June 2017. I understand that there is a current proposal to combine Route 83 and Route 84 with limited service, and respectfully request that the maximum amount of service hours be preserved for Route 83 to include morning and late afternoon commuters. [Excerpts]	Letter
-	83	This needs to be saved or at least run in the morning and afternoon.	Web
Genevieve Lestat	83	I urge the MTS Board of Directors to vote on September 21st to increase ridership on the 83 bus line by connecting the north end of the route to the Old Town Transit Center. This would make the bus line useful for new riders, such as high school and college students, and residents who work north of Mission Hills. Most of those who currently use the line are domestic workers, the elderly, handicapped, riders who don't drive, or work downtown. Please also vote to retain full day bus service. Riders who work an 8-hour day, plus time for lunch and travel, can't use a bus that only runs for 7 hours in the middle of the day! All MTS efforts to improve the bus route would be useless if you cut service hours. [Excerpts]	Letter
Jeff Smith	83	Roue 83 is an essential part of my bus travels any change to it will have an adverse effect. I know many other seniors in the neighborhood who use it and also many of the folks who are domestic help. Any change would make our travels very challenging.	E-mail
Sally Stovall	83	We are writing to support a proposed change in the 83 Bus Route. We support the re-routing of the bus to the Old Town Transit Center and eliminating the Hillcrest Loop.	Letter
ROUTE 84			
Andrea Compton *United States Department of the Interior, Cabrillo National Monument*	84	We are concerned about the impact to park visitation and the availability of access to park visitors who rely on public transpiration should this route eliminated. [Excerpts]	Letter
-	84	This route should not be eliminated for equitable access for all to the Cabrillo Monument and for access to other Point Loma important locations.	Web
-	84	Have the bus drivers drop off and pick up Cabrillo Monument passengers at the visitor center not the entry booth.	Web
-	84	Please continue!	Web

Name	Route (s)	Comment	Mode of Communication
-	84	Please adopt the alternate plan for the 84 linking it between old town transit center and Point Loma University. My daugther, who has muscular dystrophy relies on the 84 to take her from Rosecrans to Point Loma University where she is employed. She cannot get to work unless the 84 takes her to Point Loma University. She works M-F 9 to3. Other employees of Point Loma University also rely on the 84 to get to work. By having the 84 connect directly with Old Town, she can go directly from the 30 to 84.	Web
-	84	Make this bus user friendly. Have the bus driver let people off at the Visitors Bureau where the bus ends up and parks for his/her break. Now they let riders off at the entrance booth for a long walk up to anywhere part of the walk on the shoulder of the road without a sidewalk. Also have the bus driver let departing bus riders on at their visitor center stop, not tell them to walk down a long steep path part without a sidewalk to get on the bus going back. That's why people Uber or Lyft back or take Uber or Lyft on repeat trips.	Web
ROUTE 85			
Mye Flatley	85	I politely request that the #85 Sub Base route go all the way to Ballast Point.	Web
ROUTE 88			
-	88	so sorry if we can't get to the cabrillo monument, yet the 88 runs	Web
ROUTE 105			
-	105	Sad to see Milton street go, but the safety is bad. I really like the new Route 105 as it will increase Ridership for the Rapids.	Web
-	105	Route suggestion is good	Web
Neal Putnam	105	I am taking bus 105 several times a week, including twice on Sunday, from the Old Town Trolley Station, and I will appreciate it if you can increase the frequency of bus 105. Currently, on Sundays, the bus 105 leaves and departs only once an hour, and more frequency will help.	E-mail
Joyce N. Burnett	105	Maintain the current level of service on route 105 which serves Regents and Governor. Service on the 105 to/from UTC/Westgate mall does not exist after 7pm and was eliminated on weekends north of Clairmont Mesa Boulevard and Clairemont Drive. [Excerpts]	E-mail
-	105	This bus needs to run every 15 minutes, just like the 44 does now.	Web
-	105	please keep Milton St.-Burgener Blvd. segment of route in place	Web
ROUTE 120			
-	120	Extend the trip to Kearny mesa on Sunday	Web
-	120	I use the 120 from time to time and ok with the changes.	Web
-	120	good you brought back the 120 south of fashion valley.. otherwise the weekends with just the 3 bus would have been too infrequent	Web
-	120	eliminate downtown segment since there are duplication	Web
-	120	Increase half hour service to 20 minutes for system equity to key health care and County offices.	Web
-	120	Should go to Kearny Mesa on Sunday	Web
-	120	There are some points of interest that this route would now be skipping over such as 2 japanese supermarkets, a few go-to ramen restaurants, a great sushi place, Staples, Target, and a Ross. which would be a quarter mile away from the nearest bus stop. (not counting route 60 which only runs very early in the morning, or late in the afternoon) Also the walk over the bridge on Balboa Ave., which has onramps to the 15 on bothsides. Without a proper crosswalk or a stop light, It is a challenge to get through especially for the elderly. Thank you for your time.	Web

Name	Route (s)	Comment	Mode of Communication
-	120	Make this bus every 20 minutes to Kearny Mesa County offices and health care facilities	Web
-	120	Route 120 Route 120: It makes no sense to me to adjust the route to remain on Kearny Villa Rd (with no stops) instead of Convoy St and Kearny Mesa Rd. There are quite a few retailers along Kearny Mesa Rd that would not be serviced. The proposed change is truly a net negative in service.	Web
ROUTE 201/202			
-	201/202	Please consider reducing the frequency of Rt. 201/202 in the evenings during UCSD summer and winter breaks because the ridership is low during this period. If the frequency in summer/winter break evenings cannot be reduced, please consider using regular buses instead of 60-ft to save the cost.	Web
ROUTE 204			
Terranda Robertsq	204	I am a single mom of 4 kids. i commute from El Cajon to Olsen Dr and Executive Mall Tuesday through Saturday for work. I take the 204 from UTC, go two stop, then walk 1.8 miles to and from work. The 31 does not run on my work hours, which are 11-7:30PM, so I catch the 204. I also have a drop foot and nerve damage in my left foot, but I still am determined to make ends meet for me and my children. If the 204 is cut, then my walk increases to 1.12 miles. What I am saying is that, If we could get at least an increase in the 31 route, because It would make a big difference in alot of folks commutes back and forth to work.	Web
-	204	Do not reduce service. This bus is widely used by UCSD students and connects us with the system.	Voicemail
-	204	This bus needs to be local for all the working people who need to go directly to their work sites not speed around then have long walks instead.	Web
-	204	Should run every 60 minutes on the weekends and operated by first transit	Web
-	204	Request you to not discontinue the weekend service. This would highly impact the students at UCSD and others who use the service in the UTC area to get to other bus routes like 41, 921, 201, 202 etc. Please keep service at least with half hour frequency. Request you to consider this.	Web
-	204	I have not been on the 204 in a while and ridership is low to the point where 30 minute service is probably ok and same with Weekend service.	Web
-	204	Make this a LOCAL not rapid bus for the office workers not students who use this bus and keep the frequency	Web
-	204	Make this bus a local for all the office workers who need to schlep up there	Web
ROUTE 235			
-	235	Bring on the 15 minute weekday service. I see a lot of busy buses on the 235 during weekdays and mid days so this would help out a lot.	Web
-	235	Route proposal is good	Web
-	235	Add one late night northbound trip	Web
-	235	Thrilled at the increase in frequency. But this needs to connect to trolleys somewhere other than downtown. Route 235 is grand. That it connects with the trolley only downtown is absurd. What are the chances of locating an intermodal transit center at the Qualcomm site, in part to bridge this gap?	Web

Name	Route (s)	Comment	Mode of Communication
ROUTE 237			
-	237	Please retain atleast few trips to Rancho Bernardo Transit center. This helps many people from north county to reach Qualcomm/UCSD on a single bus.	Web
-	237	This route has been completely dessimated and this curtailing of the route is the last straw. MOST passengers board route #237 at Rancho Bernardo and Sabre Springs. These are the stops that you propose to eliminate! Please do not proceed with this change.	Web
ROUTE 704			
Juanita Gutierrez	704	I'm just calling because I see the Route 704 isn't going to run to the hospital on Fourth Avenue. Spoke to other customers and we're concerned it won't take us to physical therapy, and doctors. We're hoping you reconsider.	Voicemail
ROUTE 707			
Fernanda Mendoza Hoffmann	707, 709	The purpose of this e-mail is to express the concern that these proposed changes has brought to some of the people who ride the 709 bus route all the way to Boswell road and further. It is mentioned that 707 would extender its route and service every half hour, but our main concern is that it starts servicing until 9am. If the changes are approved, would 707 start earlier in the morning to replace the 709 schedule?	E-mail
-	707	we can surely use extended route to cover Hunte parkway. Many new developments and business in or near this area	Web
ROUTE 709			
-	709	Can use service closer to Hunte expressway or Hunte and Eatlake parkway	Web
ROUTE 815			
-	815	Changes appear to be ok.	Web
ROUTE 816			
-	816	Changes to be ok I guess for Route 816. I like how it dovetails with the 815.	Web
ROUTE 832			
Rofiee Two [Multiple Comments]	832	Slightly over a year ago, we decided to purchase a home north of El Nopal. One of the consideration in purchasing the house was the availability of a bus route near our house. The proposed cut on the northern route will have a great impact for a few people that live in that neighborhood. Ever since the Trolley Green line route established in 2005, I have been riding the public transportation even though it is more expensive and the inconvenience of it. [Excerpts}	Web
-	832	Keep Woodglen Vista and Magnolia bus stop. This is my stop, and my daughter has a permanent disability.	Voicemail
Alice Marin	832	Would like bus to go to Woodside there are a lot students that would be able to go to Santana High School.	Voicemail
ROUTE 834			
-	834	I like this proposal since I live in Santee and have often wished for more bus service on Mission Gorge to get to shops, Post Office and etc. I hope this will go into effect.	Web
-	834	Look at traffic patterns and bus times to accomodate bell strat times of WHHS, please!	Web
-	834	Students of WHHS living on the west side of the attendance boundaries need service, as well as those attending Grossmont college.	Web

Name	Route (s)	Comment	Mode of Communication
-	834	Happy to see alternate route to service WHHS, major concerm, route traveling west bound on mast in the AM puts the bus in major traffic congestion which will cause students to be late to school, travel should maintain a clockwise direction as traffic on mast west bound is worse than Mission Gorge in the AM, typical 20/30 min wait to reach West Hills Pkwy travelling west on Mast in the am	Web
-	834	WHHS students depend on this bus service,purposed changes places bus in prime traffic to 52 west vis mast in the am rush hour, travel in opposite direction would provide more reliable bus times due to traffic	Web
ROUTE 851			
Stacie Vandever	851	Keep Route 851 on Kenwood. Walks from Lamar Street / Helix Street to mid-block Kenwood bus stop. Feels it safer to walk to Kenwood in lieu of Lamar Street Route 851 bus stop. Lots of people work need bus stop.	Voicemail
Marco [Multiple Comments]	851	Insane to discontinue Kenwood segment. Must be realistic, MTS makes millions of dollars. Its not fair, there are a lot of people disabled and people going to school. People going to work. Calling news to make a big scandal.	Voicemail
-	851	I need this bus to get to work every day without it i will lose my job I know of 10 other people with this same problem there are no other alternate routes in my area and I will lose my home without a job. the street to the nearest route is long and has no sidewalk it is dangerous and i dont want to risk the life of myself or my child due to YOUR budget cuts. Think of the people you serve!619-206-9859 I would like to speak to someone regarding the discontinuation. The discontinuation of route 851 will affect so many people living in the area. To get to the next closest route i need to walk down a street with no sidewalks, it is not safe and I dont want to see the 851 be cut off. so many people need that to get to work or school. think of the families in san diego you are supposed to be serving, dont cut low income neighborhoods!	Web
ROUTE 854			
Kurt Redman	854	Informed Bus Route 854 service may end. Moved into La Mesa in 1990, use 854 as part of daily commute to work and shopping, request info. in retaining service. Other option is to not commute, contrary to the MTS purpose.	Voicemail
Suzanne Gegna	854	The 854 provides transportation to many important spots along the Lake Murray route and would leave many people unable to shop at these local businesses. Also suggested is that the route 14 would go directly to the Grossmont Center in place of the route 854 and that is fine if one is going that direction, but not if one wants or needs to get from Baltimore to Navajo or in between. As wish list, I'd like to say that there is no transportation at all for Fletcher Parkway from Navajo to Grossmont Center. [Excerpts]	E-mail
Doug	854	The 854 should be left alone. The Route 854X should be terminated and keep Route 854 regular route should be left open. If your eliminate both routes [Route 1], you eliminate ridership, you can finance new Trolley stations in North County.	Voicemail
-	854	Please install Bus stops along Fletcher Pkwy from Grossmont Transit Center to Baltimore Dr or at least reroute the Bus Route 854 to use Parkway Dr that runs parallel Fletcher Pkwy, thank you.	Web
ROUTE 856			
Barbara Stephenson [Multiple Comments]	856	Retain service to Calle Verde to Kaiser doctor office. Commutes from Lemon Grove to Rancho San Diego Town Center. Is 75 and will not be able to make it to doctors if you change service.	Letter
-	856	Disabled boarding bus to SDSU, how. Walker and wheel chairs	Web

Name	Route (s)	Comment	Mode of Communication
ROUTE 864			
Peter Hanna	864	The proposed changes to the route 864 are malicious changes that adversly affect the people who take the 864 in the alpine area. The changes require that we transfer at walmart in los choches to go to the el cajon transit center. I can not shop for groceries go to the doctor or do anything that i need to do any where because the bus runs every hour and not every half hour when i am doing something in alpine. Taking the bus on sunday is unfeasible because service stops running at 6pm. [Excerpts]	Web
-	864	Keep 864x on sundays	Web
ROUTE 870			
-	870	I know several people who take this route to and from El Cajon and Kearney Mesa, this route should be kept or replaced!	Web
ROUTES 871/872			
Sam Mayfield	871/872	East Corner Clubhouse and most of its members rely on MTS for their transportation needs. The MTS 871 and 872 bus lines are crucial for all of those individuals to be able to attend and participate in East Corner Clubhouse many training and rehabilitation departments within the clubhouse which are beneficial to their mental health recovery. [Excerpts]	E-mail
-	871/872	these routes are needed. please do not discontinue them.	Web
-	871/872	Barely any ridership	Web
-	871/872	Barely anyone takes that bus, if anything just keep the 872	Web
ROUTES 874/875			
-	874/875	I don't really ride this bus often and I think the changes look positive.	Web
ROUTES 894			
-	894	Saturday service and bus is always packed on last trips to tecate/campo	Web
-	894	Dont take away parkway plaza, please fix student fare	Web
-	894	Fix fare issue if you can make it all one zone, lots of students can barely afford to ride this bus, please dont cut off parkway plaza, some drivers tend to leave students for no reason, too many people on the bus to tecate gets full every single day on the last trips	Web
ROUTES 901			
-	901	Have the 901 loop around Imperial Beach for direct beach connections for downtowners and tourists. The tourists hear of our great beaches then to get to this one they have to transfer going there and cross a wide thorough fare to get this 901 bus going back to their hotels	Web
-	901	Route 901: Imperial Beach is desperately in need of a Rapid Bus line that bypasses Coronado. 14 miles to downtown ends up taking 1 hour and 15 minutes from 9th Street in IB to First Street @ Broadway. Bus also comes very infrequently.	Web
-	901	Bring it 'in-house' since the contractor doesn’t seem to have a real interest in Customer Service, and this route could especially serve visitors on weekends	Web
-	901	Get more riders for this bus by having it loop around Imperial Beach on its way to the Iris Transit Center.	Web

Name	Route (s)	Comment	Mode of Communication
ROUTES 905			
Alejandra Torres-Lacy	905	Students at Southwestern College at the Higher Education Center, Otay Mesa as well as employees in the businesses between La Media Road and Britannia Ave (Via Airway Road) rely on the bus connection from the current 905-A to the Iris Trolley Station. Changing this route would leave students and employees without direct transportation to trolley station taking more time for them to get to classes or work. People would have to walk a very long distance to take the new 905 route or 905-B. If any changes are to be considered, I would recommend that you keep a route that goes through Airway via La Media/Britannia to the Iris Trolley Station, as well as increasing how often the bus runs from 60 to 30 minutes, and stop mid-day as it currently does. [Excerpts]	E-mail
Alejandra Mier y Teran *Otay Mesa Chamber of Commerce*	905, 950, 85	The TOP neutral revenue scenario completely eliminates service for an important area of Otay Mesa (the eastern section). This area includes major employers, such as Emerald Textiles and Costco Distribution with well over 500 employees. route 85 is implemented, while it does provide service to the eastern area of Otay Mesa, it does not connect to Iris Avenue. The proposed frequency on 905 is less than 905A, which will also negatively impact commuters in this area. [Excerpts, 9/7/17]	Letter
Alejandra Mier y Teran *Otay Mesa Chamber of Commerce*	905, 950, 85	On behalf of the Otay Mesa Chamber of Commerce, I would like to express our strong support of the full TOP alternative, which includes route 85. We also very much appreciate your willingness to work with our community to improve transit services in Otay Mesa through other measures, such as establishing shelters and evaluating permitting jitney services to work in our area. [Excerpts, 9/20/17]	Letter
-	905	905 is a good route and I think that and the 85 would probably work out. I wish MTS had a 905 that could go to the Otay Border and the CBX terminal. MTS ignoring the CBX is a bad idea as it could bring in new riders.	Web
-	905	My concerns is the change in route of bus 905A. We as students use this route to go to school at southwestern college. I understand that the change in route is because of the flooded that many of the times happens in la media and airway st. Just imagine if the new route leaves us on the other side of the road and is flooded students will have to walk long distances just to get to school by the time that we get to school is going to be late for our classes. The transportation should consider students and people that use that route to go to school and work. Please take in consideration my comment.	Web

Name	Route (s)	Comment	Mode of Communication
-	905	Good Afternoon, My name is Maria G Fortanel Quintero, I am currently a student at Southwestern College Higher Education Center at Otay Mesa. The reason for contacting you is to complain about the new route that MTS is proposing for the 905-A route . I am completely against this new change because not only will I be impacted due to the fact that I am a current user of the bus and trolley systems. Me and many more students as well as factory workers rely from the 905-A between La Media and Britannia to the Iris Trolley to get from our daily work or school day to our home.Taking this route away will mean that students will have to find a different way to come to this campus. Also if this request passes students will have to walk longer if they get off route 905-B to get to the college, and if the street if flooded they wont be able to get through. I also would advice if you could instead propose to create a new stop and a more frequent 30 minute bus service as well as shade cover for the current stops. Hope you can rethink about this proposal and refuse to implement to help students continue with their education. Thank you for your time and hope to hear soon from you.	Web
-	905	Same commenter as above: I am currently a student at Southwestern College Higher Education Center at Otay Mesa. The reason for Contacting you is to complain about the new route that MTS is proposing for the 905-A route. I am completely against this new change because not only will I be impacted due to the fact that I am a current user of this route. Me and many more students as well as factory workers rely from the 905-A between La Media and Britannia to the Iris Trolley to get to work and school. Taking this route away will mean that students will have to find a different way to come to this campus. Also if this request passes students will have to walk longer if they get off route 905-B to get to the college, and if the street if flooded we won't be able to get through. I also would advise if you could instead propose to create a new stop and a more frequent 30 minute bus service as well as shade cover for the current stops. Sometimes we wait over an hour for the bus to arrive and sometimes there is no space in the bus. Hope you can rethink about this proposal and implement other proposals to help students continue with our education.	
-	905	Please do not remove the 905a because it is the only method of transportation I take to get to work. I am unable to get to school, which is southwestern college and there is only one bus stop that goes through the school and that is the 905a. Please, I am begging you, do not remove the 905a, otherwise I will not be able to get to school or work, which is at the southwestern college Otay mesa, which is on gigantic rd. Thank you, and hopefully you can help a student-worker out.	Web
ROUTE 928			
-	928	Please fix the 928 on Sundays.	Web
ROUTE 929			
-	929	Keep 929 running to City College. I live at 11 & K and need to use to go back and forth.	Web
-	929	Keep the route going to Broadway as sometimes people will miss the trolly at 12th & Imperial It's a connection going to for the routes at Broadway	Web
-	929	929 is a long route but the change is a good thing I guess.	Web

Name	Route (s)	Comment	Mode of Communication
-	929	Keep this bus going to City College as there is a Sharp Senior Health Center on the way from City College to 12th and Imperial. Some people just want to get places without a lot of walking and transfers, that is more important to them than how fast a particular route is. A route can be fast, but if there are walks because bus stops are removed or transfers because the bus route is truncated the ultimate trip can be 50% longer	Web
ROUTE 936			
-	936	Flower people with disabilities Wheelchairs and Walkers supposed to get on a bus heading to SDSU at College Grove	Web
ROUTE 944			
-	944	I don't really use 944 but sad to see the service go.	Web
-	944	Last bus should be at 7:39 at Sabres springs to poway. On Sunday it should be every 60 minutes	Web
-	944, 945	Sunday service needs to be brought back to route 944 and 945 at a frequency of 60 minutes. Last bus for route 944 should be 6:39 at Sabres springs and for route 945 last bus departure rancho Bernardo should be 6:57.	Web
ROUTE 945			
-	945	Try keeping the 945A to run only when Poway High is in session and then when school is out the bus can stop running.	Web
-	945	Should go to mount Carmel and poway high.	Web
ROUTE 950			
-	950	Route 950 should run both ways instead of it being a one way route. This route needs bigger buses as the bus was standing room only and a long line, the last time I was on that bus.	Web
ROUTE 969			
-	969	Will probably work for Paradise hills residents.	Web
ROUTE 992			
-	992	Extend a 'branch' along where the rental-car shuttles go around the end of the runway, and connect to Washington Street Trolley via the new cut next to the new MCRD gate	Web
-	992	Have the bus stops for the 992 be the same as for the Rapid Routes all along Broadway. Have a paradigm of easy fast connections in your head, don't make someone coming on a Rapid to go to the airport have to walk with their luggage a block and across a street for an airport bus.	Web
-	992	have this bus stop be at the same stops as the Rapid routes	Web
-	992	Good increase in frequency. But - since it seems impossible to get direct airport service via trolley - what about a dedicated shuttle loop serving, say, Union Station and Washington Av or Old Town?	Web

Name	Route (s)	Comment	Mode of Communication
Non-Route Specific			
-	Schedule Request	Many of the heavily used bus routes should run later into the night such as: 105; 50; 27, etc. This may encourage people to leave their vehicles at home and ride the trolleys and buses more extensively.	Web
-	Security	I take the bus, and there is always someone smoking sitting at the bus stops around, especially downtown, sometimes the trolley. Would you consider having undercover employees specifically designated to hand out citations for this? I am trying to be environmentally friendly, but I really don't want lung cancer! Also I noticed my bus never has the same driver, it seems like a lot of the time we are behind because the driver isn't familiar with the route. I'm not sure what the issue is, retention? Consider raising wages or something so we have drivers who know where they are going and can therefore stick to a schedule.	Web
Lucas Kurlan	Service Request	Alternate I talked about at meeting: making route use shoulders, maybe on highway. You could have feeder buses. & it could start from Sabre Springs/Penasquitos Transit Center. [Excerpts]	E-mail
-	Service Request	There has a boom of development in the area around Hunte parkway and olympic intersection, and or Hunte parkway and Otay lakes. 91915 zipcode. PLEASE consider this increase in area coverage. lots of us will use it.	Web
-	Service Request	There should be better service from Fashion Valley to Kearney Mesa to make trolley service more convenient for riders	Web
-	Service Request	Add a '130' that runs like the 150 from Downtown along the I-5, but have it serve East Mission Bay Drive in Pacific Beach, and then run Gilman from where it exits the I-5 and 'hook' like the 30 through VA Hospital and UCSD -- at least until the Trolley starts running the new route all the way.	Web
-	Fare	Why MTS doesn't provide, like SFMTA in San Francisco, free pass for buses and trolley for senior citizens Please consider, and provide me with a reply at nanilobe@gmail.com (I don't need the newsletter) Thank you	Web
-	Green Line	Extend 15 Minute Service on green line to SDSU	Web
-	Green Line	Green Line- Please make the bus stops safer as well as inside the trolley.	Web
-	Green Line	Please re-extend the Green Line late at night at least to Grossmont Center. Ending the line at SDSU at 10:30 is ridiculous.	Web
-	Information Complaint	I heard about the changes through another rider. I wish you would publicize better the ways to make input. we all can feel quite helpless and not asked what will work for us. likewise the drivers. they have the wisdom of their routes as do we.	Web
-	Information Complaint	Many riders are not aware of the proposed changes. Riders need to be better informed of the proposed changes via paper flyers, media exposure on the news, etc. It's the equivalent of pulling the rug out from underneath you without warning.	Web
-	Information Complaint	Also, please make the public aware of your final decision well in advance of the change.	Web
-	Operational	General feedback for MTS: Learn to play nice with NCTD. Many of us are "bi-transit" and would greatly benefit from co-system cooperation.	Web
Rachelle Jones	Clairemont	Can you please tell me the reasoning for the above route stopping? We have customers contacting us and just wanted to gather the facts for them when they ask. We are assuming it is from lack of use, but what to see if there were any other factors.	E-mail

Name	Route (s)	Comment	Mode of Communication
Edie Saville	Clairemont	I just wanted to add my opinion regarding cuts to bus service in Clairmont. I was under the impression that the city was working to decrease private car use. Cutting transportation options seems to work against that purported goal. It's already hard enough for my children to get home from school, cutting bus service will further impact this, causing me to have to leave work or find other options to get them home from school. San diego has never had great public transportation, and continuing cuts, with rising costs just makes the situation worse.	E-mail
Marisa Cole	Schedule Request	Have two kids and I'm pregnant. Can you think of running the bus a little later on the weekends.	Voicemail

United States Department of the Interior
NATIONAL PARK SERVICE
Cabrillo National Monument
1800 Cabrillo Memorial Drive
San Diego, California 92106-3601
http://www.nps.gov/cabr/

9.B

August 3, 2017

Metropolitan Transit System
Board of Directors
1255 Imperial Avenue
Suite 1000
San Diego, CA 92101

Subject: Transit Optimization Plan, Proposal Route 84

Dear Board Members:

This memo is in response to the City of San Diego's Transit Optimization Plan. In the current proposal, Route 84, which directly serves Cabrillo National Monument is proposed for discontinuation. We are concerned about the impact to park visitation and the availability of access to park visitors who rely on public transportation should this route be eliminated.

Cabrillo National Monument, San Diego's only National Park Service unit, attracts people to the area and contributes significantly to the economics of the City of San Diego, providing over $75,000,000 in support to the area through visitor spending, jobs, and labor income.

This route currently provides access to a wide range of park visitors, including regular riders who live locally and visit repeatedly, to travelers from around the world who are visiting San Diego and explore the park once during their vacations. These visitors, for a wide variety of reasons, rely or choose to rely, on public transportation to reach the park.

The park is currently developing an Accessibility Transition Plan, which focuses on continuing to improve and increasing universal access, including for those with disabilities. The bus route and affiliated infrastructure currently figure in this plan as a mechanism to serve these visitors.

This route currently only provides access during the weekdays. There is currently no public bus transportation option for the weekends, which is limiting to all of the visitors who might otherwise visit the park on Saturdays and Sundays.

Thank you for your consideration. If you have any questions, please contact me at 619-557-5450, ext. 4560 or Andrea_Compton@nps.gov.

Sincerely,

Andrea Compton

Andrea Compton, Superintendent

OTAY MESA
CHAMBER of COMMERCE

Officers

President
Eduardo Acosta
R.L. Jones Customhouse Brokers

First Vice President
James Burritt
Panalpina

Second Vice President
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XEWT 12 Televisa

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Zisser Group

Diamond Circle

SDG&E

Platinum Circle

Co-Production International &
Call Center Services International
Republic Services
Turner Construction Company
UETA
Uniradio

President's Circle

Cubic Corporation
Deloitte: Baja California
Metropolitan Airpark LLC
MEX-CAL Truckline
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Plantronics, Inc.
Quality Suites
LBA Realty
R.L. Jones Customhouse Brokers
Smurfit Kappa Orange County
Torrey Pines Bank
XEWT 12 Televisa/Rep. ECC

September 20, 2017

Paul Jablonski
CEO
MTS
1255 Imperial Avenue
San Diego, CA 92101

Dear Paul,

On behalf of the Otay Mesa Chamber of Commerce, I would like to express our strong support for the full TOP alternative, which includes route 85. The revenue neutral alternative would eliminate bus services in the eastern part of Otay Mesa and at our Airway Corridor, which includes the Southwestern College campus and other major employers, such as Emerald Textiles, Heinz, Costco Distribution and Honeywell. Not implementing route 85 would leave hundreds of our employees without transit services.

We also very much appreciate your willingness to work with our community to improve transit services in Otay Mesa through other measures, such as establishing shelters and evaluating permitting jitney services to work in our area.

Thank you very much for listening to our concerns and looking at potential solutions to address them.

Sincerely,

Alejandra Mier y Teran
Executive Director

Cc: David Alvarez, San Diego City Council-Member

9163 Siempre Viva Road, Ste I-2 • San Diego, CA 92154
(619) 661-6111 Fax (619) 661-6178
www.otaymesa.org

CHRISTOPHER WARD
COUNCILMEMBER, THIRD DISTRICT

September 20, 2017

San Diego Metropolitan Transit System
Board of Directors
c/o Peter Casellini
Associate Transportation Planner
1255 Imperial Ave #1000
San Diego, CA 92101

Dear Members of the Board,

I am writing to express my opposition to the removal of Bus Route 83 in San Diego, that connects Mission Hills and Hillcrest to the Downtown area. I have received numerous communications from constituents of District 3 who are concerned about the elimination of this route, and we previously provided a letter of support in June 2017.

Bus Route 83 is a crucial method of transit for many residents across the City of San Diego. Hundreds of San Diegans use this bus each week for work & personal reasons. It is the only North - South bus route that services the Mission Hills area, a neighborhood with many disabled residents dependent on local public transit. This route also services The Meeting Place, Scripps Mercy Hospital, and various senior living centers. Eliminating Bus Route 83 would significantly hurt many of our city's most vulnerable citizens, who already struggle to access sufficient transportation options. I understand that there is a current proposal to combine Route 83 and Route 84 with limited service, and respectfully request that the maximum amount of service hours be preserved for Route 83 to include morning and late afternoon commuters.

I understand that from time to time difficult choices must be made to keep MTS whole. However, we must be mindful of the need to service all of our neighborhoods and not create gaps in access across the region. I encourage MTS to continue Bus Route 83, to preserve transportation access to our most vulnerable residents.

Sincerely,

Christopher Ward
Councilmember
City of San Diego, District Three

202 C STREET, MS 10A • SAN DIEGO, CALIFORNIA 92101
(619) 236-6633 • EMAIL: CHRISTOPHERWARD@SANDIEGO.GOV

The Meeting Place Clubhouse Inc

September 21, 2017

Dear MTS Board,

On behalf of The Meeting Place Clubhouse, I wanted to give one final plea to reconsider changing the 83 bus route to midday service only. Our organization is for adults with mental health disorders, and many of our members rely on the morning and afternoon routes to get to and from the Clubhouse. The vast majority of our members do not drive, and they simply need public transportation to make their commutes possible. Members who cannot make it here cannot receive our services to support their mental health recovery. Please keep this in mind when you vote today. Thank you.

Sincerely,

Members and Staff of The Meeting Place Clubhouse

2553 State Street, San Diego, CA 92101 (P) 619.294.9582 (F) 619.294.9588





Transit Optimization Plan

Transit Optimization Plan

September 21, 2017

Transit Optimization Plan

Comprehensive analysis and recommendations to increase ridership and fare revenue and improve system performance.

Goals

- Grow ridership / Address declines
- Financial sustainability – current $5m deficit
- Respond to markets and mobility needs – every ~10 years
- Improve reliability & operability of network

Strategies

- Address challenges identified by riders and non-riders
- Improve service on major corridors to increase ridership and fare revenue
- Create a system that is more attractive and simpler to use
- Consider needs of existing ***and*** new riders

Frequency & speed (travel time) are the primary drivers of ridership.

Transit Optimization Plan

Most recommendations are one or more of the following:

- Reinvestment of resource from low-ridership routes/segments to higher ridership/demand services
 - **Increased frequency on highest ridership routes**
 - Expansion of frequent service network
 - Discontinuation of underperforming routes/services
- Streamlining of routes for faster passenger travel times
- Improve network connectivity
- Reducing very long routes for better reliability

Public Hearing held on July 20, 2017 included public testimony and direction from the Board.

- 50 speakers
- 300+ other comments
- 50+ comments since the Public Hearing

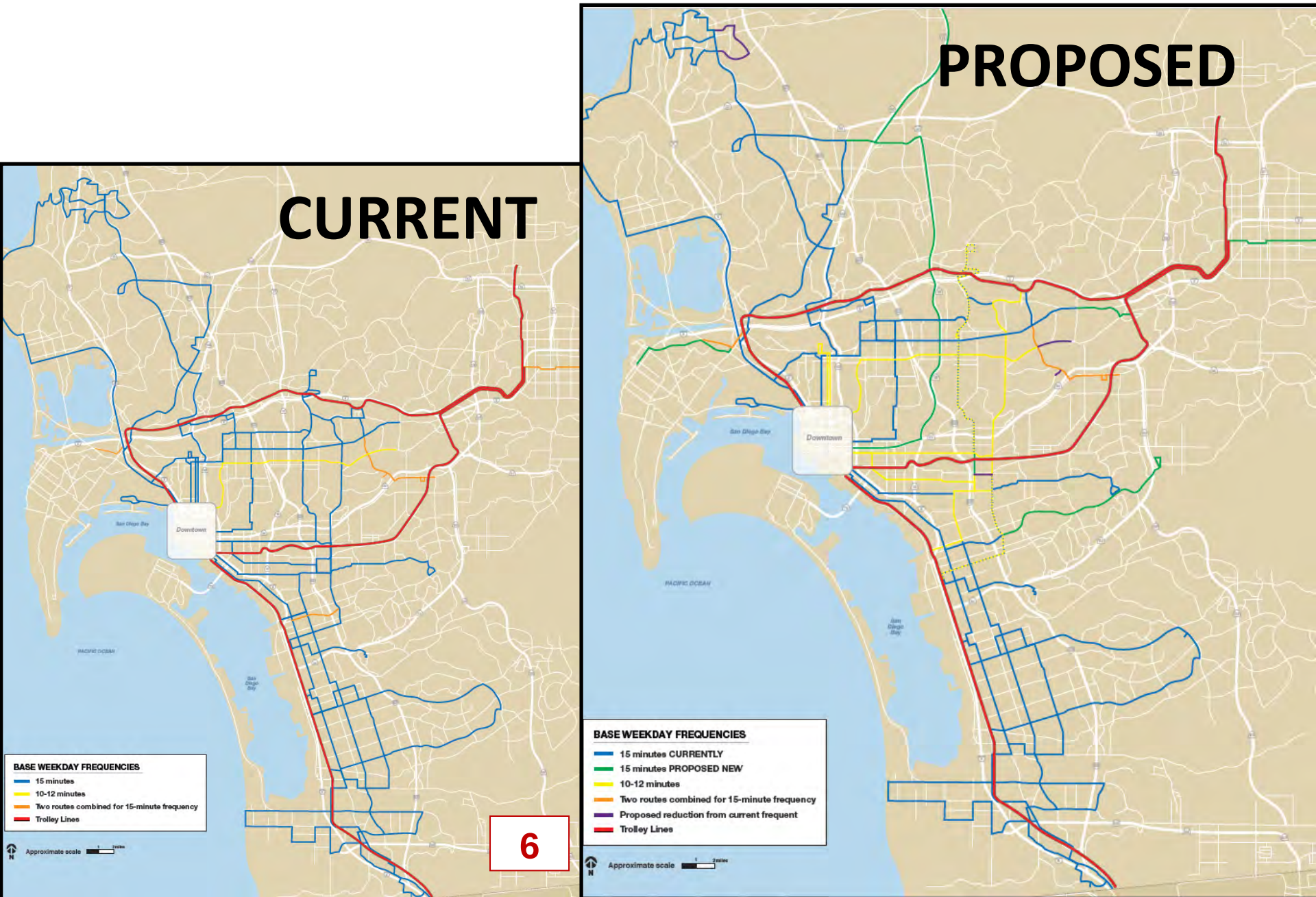
Based on feedback at the public hearing:

- Changes in recommendations for 25 routes
- Recommending preserving some or all service on Routes 18, 83, 84, 834, 854, 871/872, 945A, 963, 967 – previously proposed for discontinuation
- **Add ~$2 million in additional annual subsidy to grow ridership, preserve service**
- Recommendations net approx. 2.63 million annual boardings in short-to-medium term; longer term has greater potential

Frequency Improvements

Route	Original Proposal	Net Ridership Impact	Added Subsidy Required	Final Recommendation	Net Ridership Impact	Added Subsidy Req'd
3	Increase Sunday frequency from every 60 to every 30 minutes.	+ 25,000	$41,990	Same, plus increase weekday base frequency from every 15 to every 12 min.	+ 219,000	$282,945
5	Increase weekday base frequency from every 15 to every 12 minutes.	+ 107,000	$86,736	Same	+ 107,000	$86,736
13	Add afternoon peak trippers for enhanced capacity and frequency.	+ 71,000	$291,782	Increase weekday PM peak frequency from every 15 to every 12 min.	+ 141,000	$638,890
906/ 907	Increase Sunday frequency from every 30 to every 20 minutes to match Saturday.	+ 36,000	$67,824	Increase weekend frequency from every 20 or 30 to every 15 min.	+ 98,000	$155,409
955	Increase weekday base frequency from every 15 to every 12 minutes.	+ 181,000	$233,934	Same	+ 181,000	$233,934
992	No changes proposed.	----	----	Increase weekend frequency from every 30 to every 15 min.	+ 40,000	$94,172

Frequent Service Network



Routes 1, 7, 52: La Mesa/Mid-City

Route	Original Proposal	Final Recommendation
1	Extend route to FVTC; on east end, all trips end at La Mesa Blvd. Trolley Station (disc. 1A variant to 70th St.). Grossmont segment covered by new Rt. 52.	Same
7	• All trips end on the east at College Ave. Service to La Mesa replaced with new Rt. 52. • Operate peak service at bi-directional 10 min. frequency (instead of 12/6 minutes).	Same
52	New route replaces eastern segments of Rts. 1 & 7, with service between Univ./54th and Grossmont T.C., via Univ. Av., Allison Av., and La Mesa Blvd. at a 30-min. frequency Mon.-Sat., hourly on Sundays.	Same, but with a 30-minute frequency on Sundays.
Net Ridership Impact	**+ 247,000**	**+ 264,000**
Added Subsidy Required	**$2,339**	**$35,616**

Routes 701, 703, 704, 707, 709: Chula Vista

Route	Original Proposal	Final Recommendation
701	Restore Sunday service at hourly frequency.	Same
703	Replace this Sunday-only route with restored Sunday service on Routes 701, 704, and 709.	Same
704	• Adjust routing from 4th Ave. to 3rd Ave., and from E St. to F St. • Restore Sunday service between Palomar T.C. & Medical Ctr. Ct. at hourly frequency.	Same
707	No changes proposed.	• Increase weekday frequency from every 60 to 30 min., replacing Rt. 709 trips along Eastlake Pkwy. • Increase span-of-service to match current extended Rt. 709 trips.
709	Restore Sunday service at hourly frequency.	• Restore Sunday service at hourly frequency. • Replace weekday extended Eastlake Pkwy. trips with enhanced service on Route 707 (service around Lakeshore Dr. would be disc.).
Net Ridership Impact	**+ 16,000**	**+ 34,000**
Added Subsidy Required	**$25,470**	**$165,961**

Routes 204, 235, 237: I-15/University City

- TransNet-funded routes
- Proposals approved by SANDAG
- Increase in Route 235 service only possible through reductions in Routes 204, 237

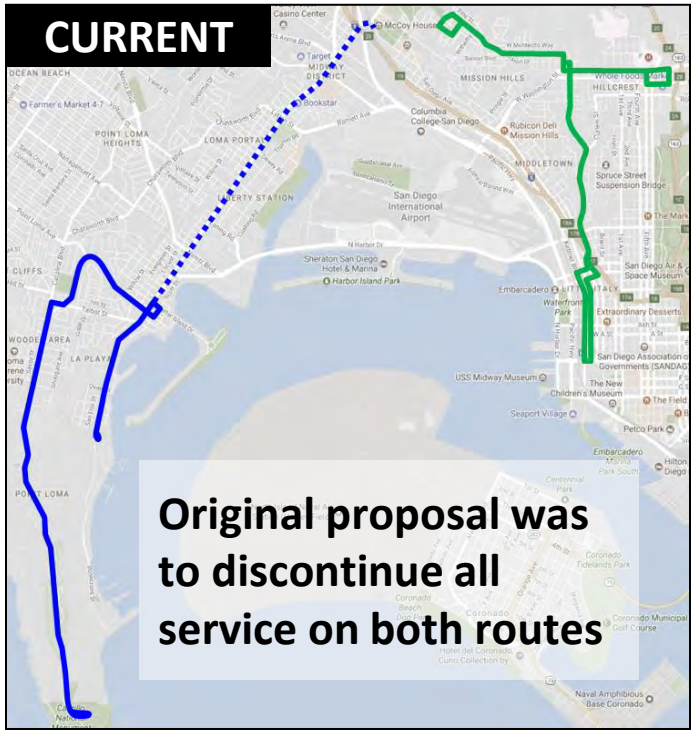
Route	Final Recommendation
204	• Reduce weekday base frequency from every 15 to every 30 minutes • Discontinue weekend service.
235	**Increase weekday midday frequency from every 30 to every 15 minutes.**
237	Shorten on the east end so all trips begin/end at Miramar College T.S.
Net Ridership Impact	**+ 110,000**
Added Subsidy Required	**$ - (no MTS subsidy on TransNet routes)** Net TransNet budget impact is minor.

Routes 83, 84: Mission Hills, Pt. Loma

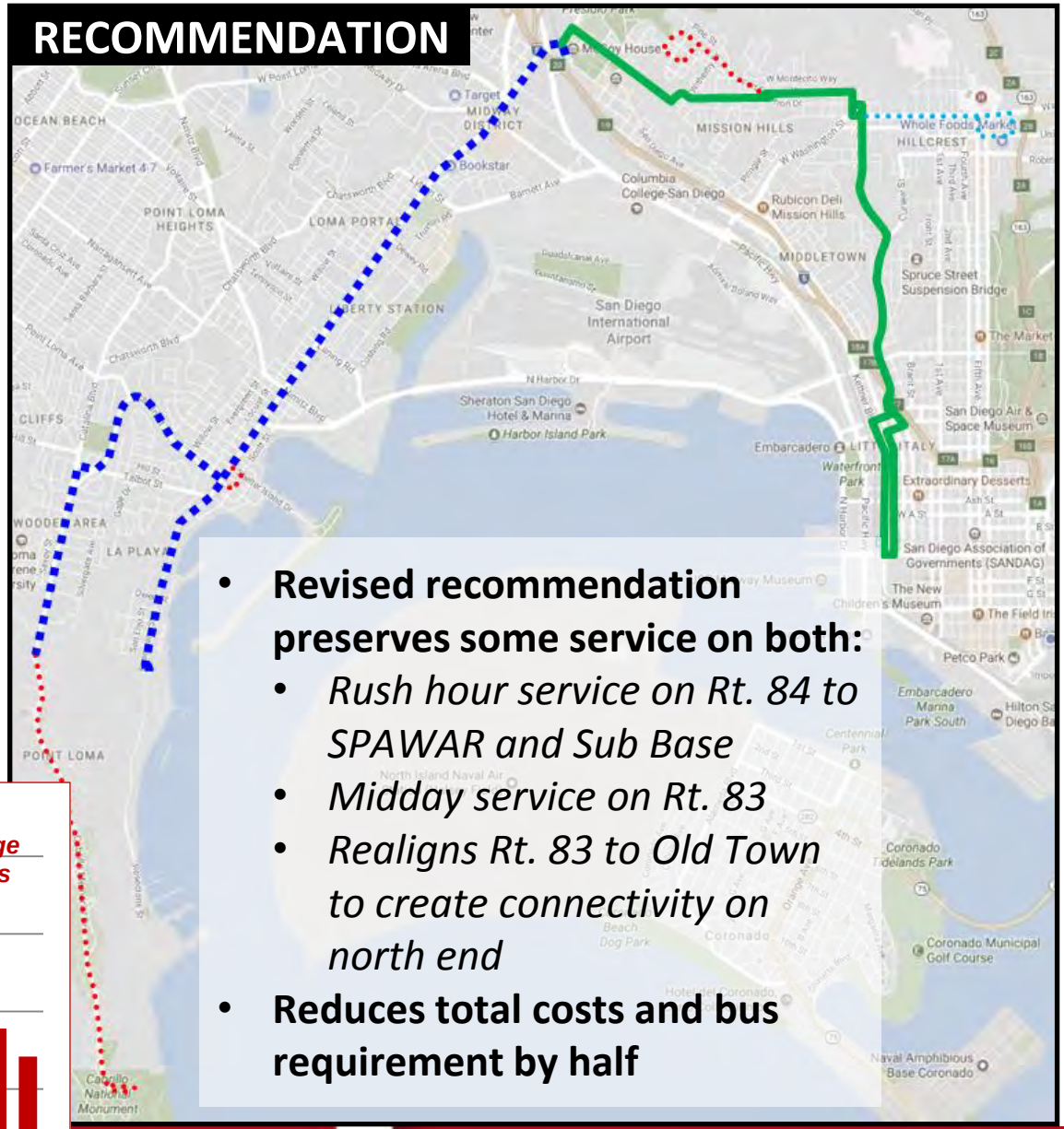
Route	Original Proposal	Net Ridership Impact	Subsidy Savings	Final Recommendation	Net Ridership Impact	Net Subsidy Impact
83	Discontinue route.	(34,000)	($133,094)	Operate for 5-7 midday hours and move northern terminal to Old Town. Discontinue Hillcrest/Washington St. segment.	(13,000)	($47,767)
84	Discontinue route.	(28,000)	($125,870)	Operate two peak hour round trips between Old Town, SPAWAR Main Gate, and the Naval Base Pt. Loma Main Gate. Trial service to Fort Rosecrans Cemetery on Memorial Day and Veterans Day in 2018.	(13,000)	($69,455)

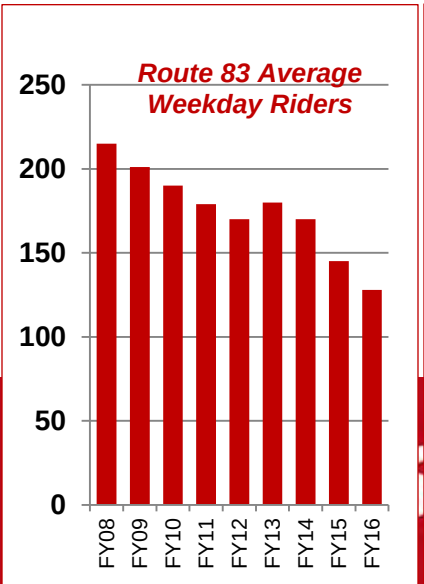
Routes 83 & 84

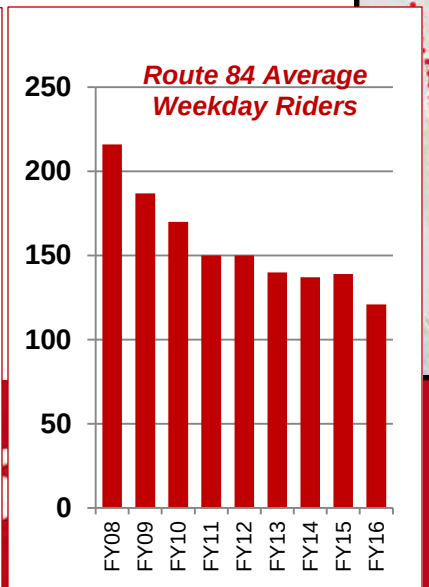
CURRENT



RECOMMENDATION





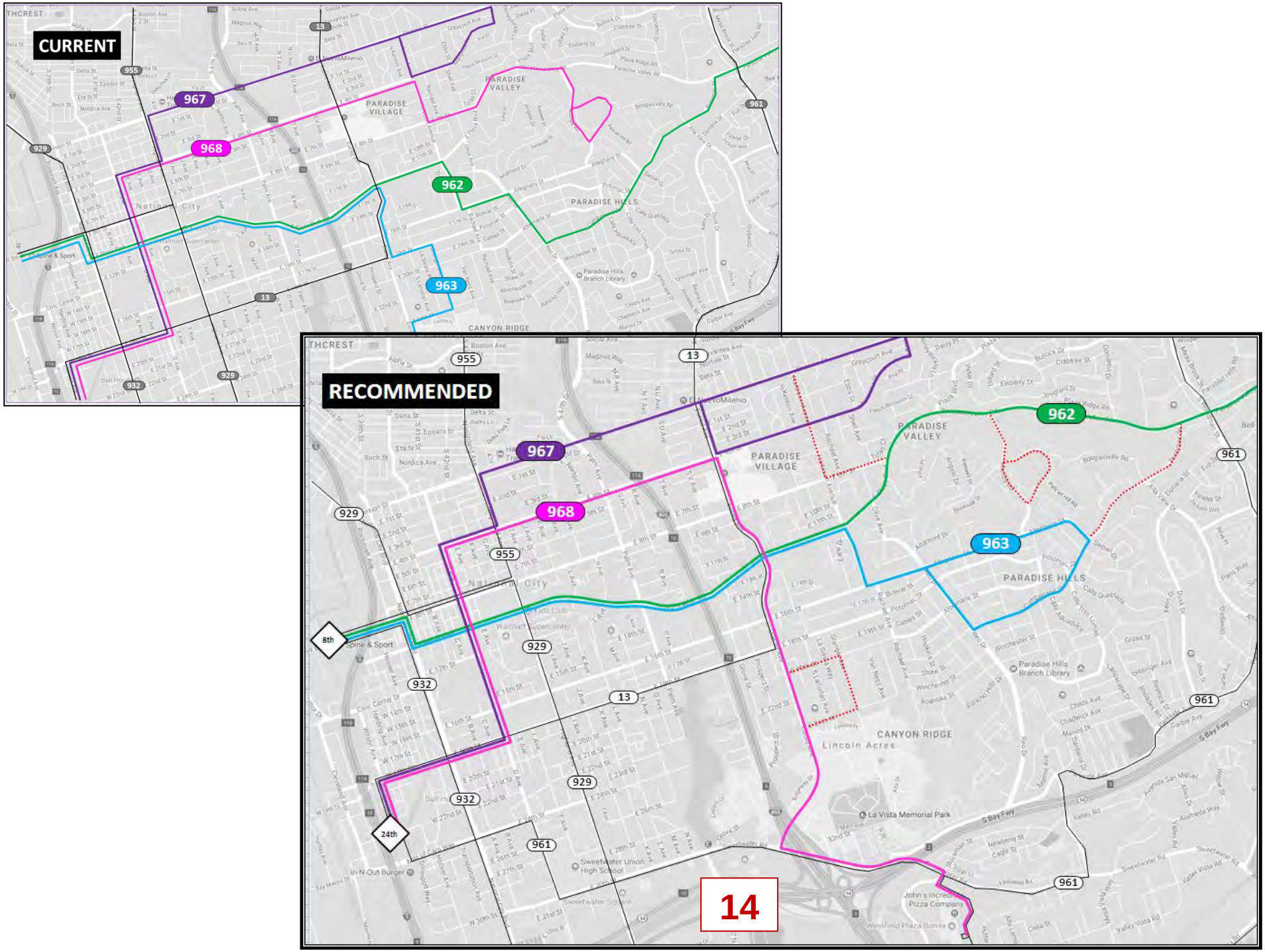


Routes 815, 816: El Cajon

Route	Final Recommendation
815	Increase weekday base frequency from every 30 to every 15 minutes; shorten route to end at E. Main St./Oakdale Ave.
816	Streamline routing to Washington Ave. between Jamacha Rd. and El Cajon Transit Center.
Net Ridership Impact	**+ 74,000**
Added Subsidy Required	**$134,174**

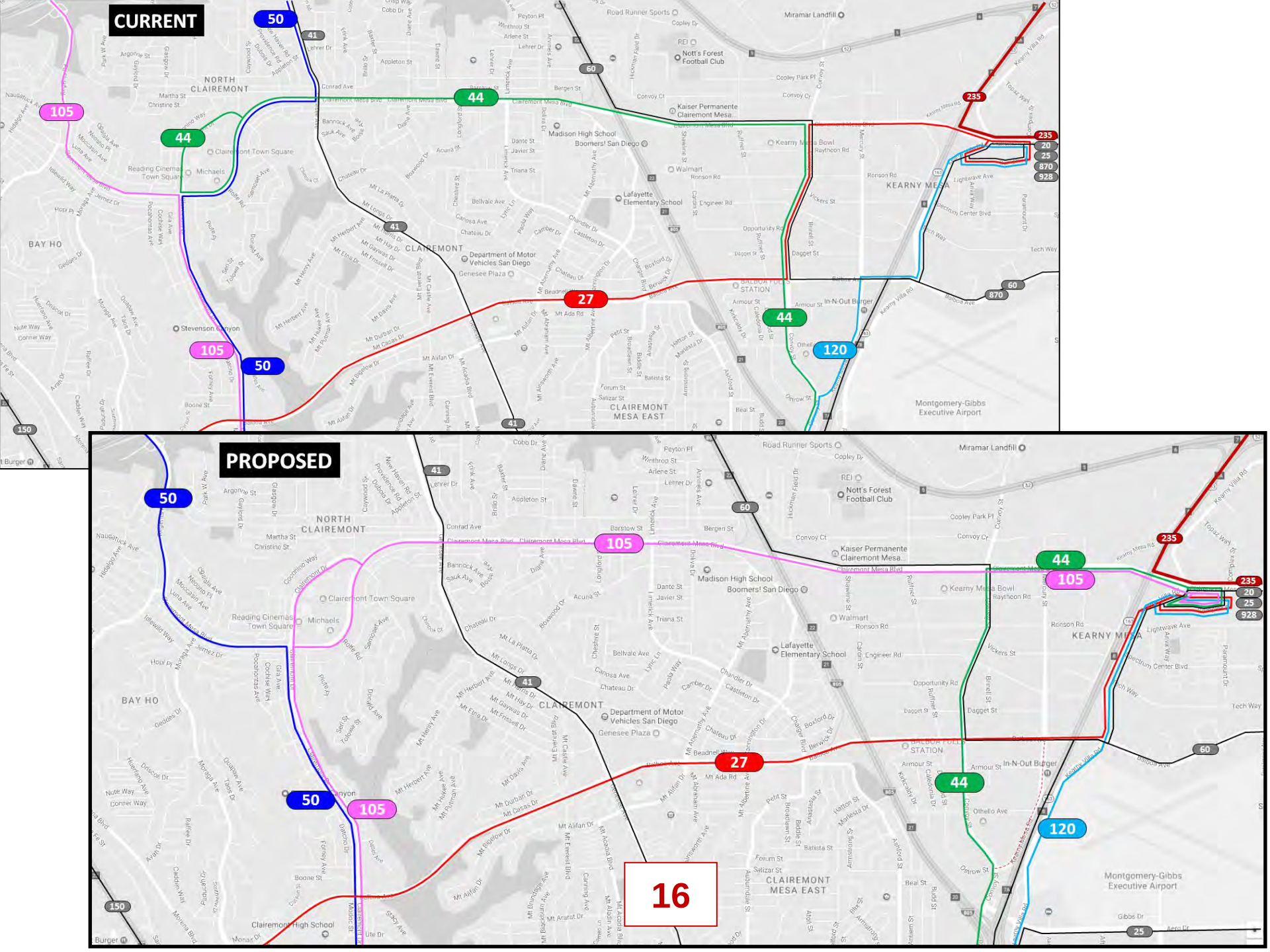
Routes 962, 963, 967, 968: National City/Paradise Hills

Route	Original Proposal	Final Recommendation
962	• **Increase weekday frequency from 30 to 15 minutes, and weekend frequency from 60 to 30 minutes.** • Streamline routing along Paradise Valley Rd. east of Plaza Blvd., replacing local Paradise Hills service with a revised Rt. 963.	Same
963	Restructure to replace local Rt. 962 service in Paradise Hills (Cumberland St., Reo Dr., Allegheny St.).	Same
967	Discontinue route.	Maintain route at an hourly frequency on weekdays only, and streamline on the east end to loop via Euclid Ave., 4th Ave., Harbison Ave., and Division St. (Service to Mariposa Pl./Ava St. would be discontinued.
968	Restructure route to travel south on Euclid Ave. to serve Plaza Bonita, instead of east on Paradise Valley Rd. Service to Bayview Hills would be discontinued, but remain accessible on Rt. 963 on Alleghany St.	Same
Net Ridership Impact	**+ 118,000**	**+ 169,000**
Added Subsidy Required	**$446,673**	**$592,842**


CURRENT
967
968
962
963
PARADISE VILLAGE
PARADISE VALLEY
PARADISE HILLS
CANYON RIDGE
RECOMMENDED
967
968
962
963
PARADISE VILLAGE
PARADISE VALLEY
PARADISE HILLS
CANYON RIDGE
Lincoln Acres
8th
24th
La Vista Memorial Park
Sweetwater Union High School
Paradise Hills Branch Library
14

Routes 27, 44, 50, 105, 120: Clairemont/Kearny Mesa

Route	Final Recommendation
27	Streamline route to use Kearny Villa Rd. instead of Convoy St. between Balboa Ave. and Clairemont Mesa Blvd.
44	Change northern terminal from Clairemont Square to Kearny Mesa T.C. by traveling east on Clairemont Mesa Blvd. instead of west. Corridor service along Clairemont Mesa Blvd. would be replaced by a revised Route 105.
50	• Midday service would be discontinued, with bidirectional peak-only service. • Adjust routing to cover the northern routing of current Route 105 between Clairemont Square and UTC.
105	• Shift northern terminal from UTC to Kearny Mesa T.C. via Clairemont Mesa Blvd. Service on Governor Dr., northern Clairemont Mesa Blvd., and southern Regents Rd. would be replaced weekday peaks by a revised Rt. 50. An overlay along Clairemont Mesa Blvd. only would provide 15-min. weekday frequency and 30-min. weekend frequency. • Streamline route in Bay Park to use Denver St./Ingulf St. instead of Milton St./Burgener Blvd.
120	Streamline route to Kearny Villa Rd. instead of Convoy St./Kearny Mesa Rd. between Aero Dr. and Balboa Av.
Net Ridership Impact	**+ 187,000**
Added Subsidy Required	**$420,887**


CURRENT
PROPOSED
16
NORTH CLAIREMONT
BAY HO
CLAIREMONT
CLAIREMONT MESA EAST
KEARNY MESA
Clairemont Town Square
Reading Cinemas Town Square
Michaels
Stevenson Canyon
Department of Motor Vehicles San Diego
Genesee Plaza
Madison High School Boomers! San Diego
Kaiser Permanente Clairemont Mesa...
Kearny Mesa Bowl
Walmart
Lafayette Elementary School
Nott's Forest Football Club
Miramar Landfill
Road Runner Sports
In-N-Out Burger
Montgomery-Gibbs Executive Airport
Clairemont High School
50
105
44
27
120
60
41
150
235
20
25
870
928

Routes 14, 854: Grantville, La Mesa

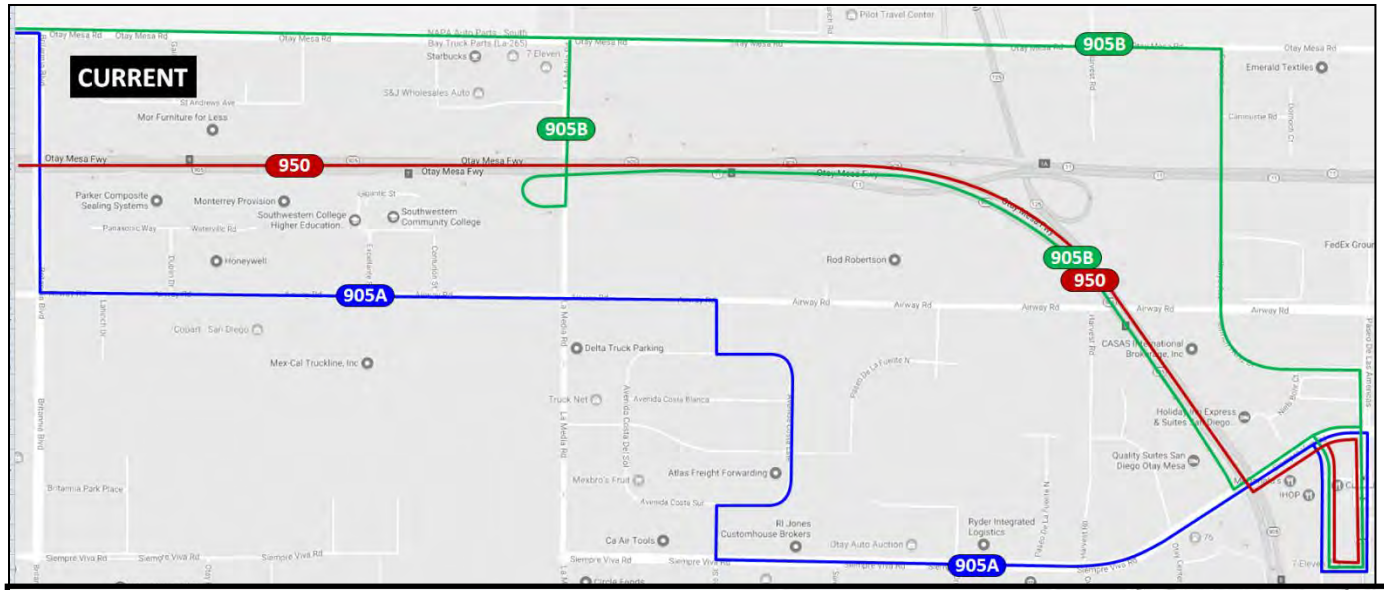
Route	Original Proposal	Final Recommendation
14	• Adjust routing to operate between Kaiser Hospital and Grossmont T.C. • Service to Grantville T.C. and along Rancho Mission Rd. would be discontinued.	No changes.
854	• All trips convert to Route 854x, with direct service every 30 minutes (weekdays only) between Grossmont T.C. and Grossmont College. • Local Route 854 service replaced along Baltimore Dr. by Route 14, and disc. along Lake Murray Bl. (but remain available north of Jackson Dr. on Route 115).	Review late night service for potential minor adjustments to 854 vs. 854x service.
Net Ridership Impact	**(2,000)**	**----**
Added Subsidy Required	**($104,263)**	**----**

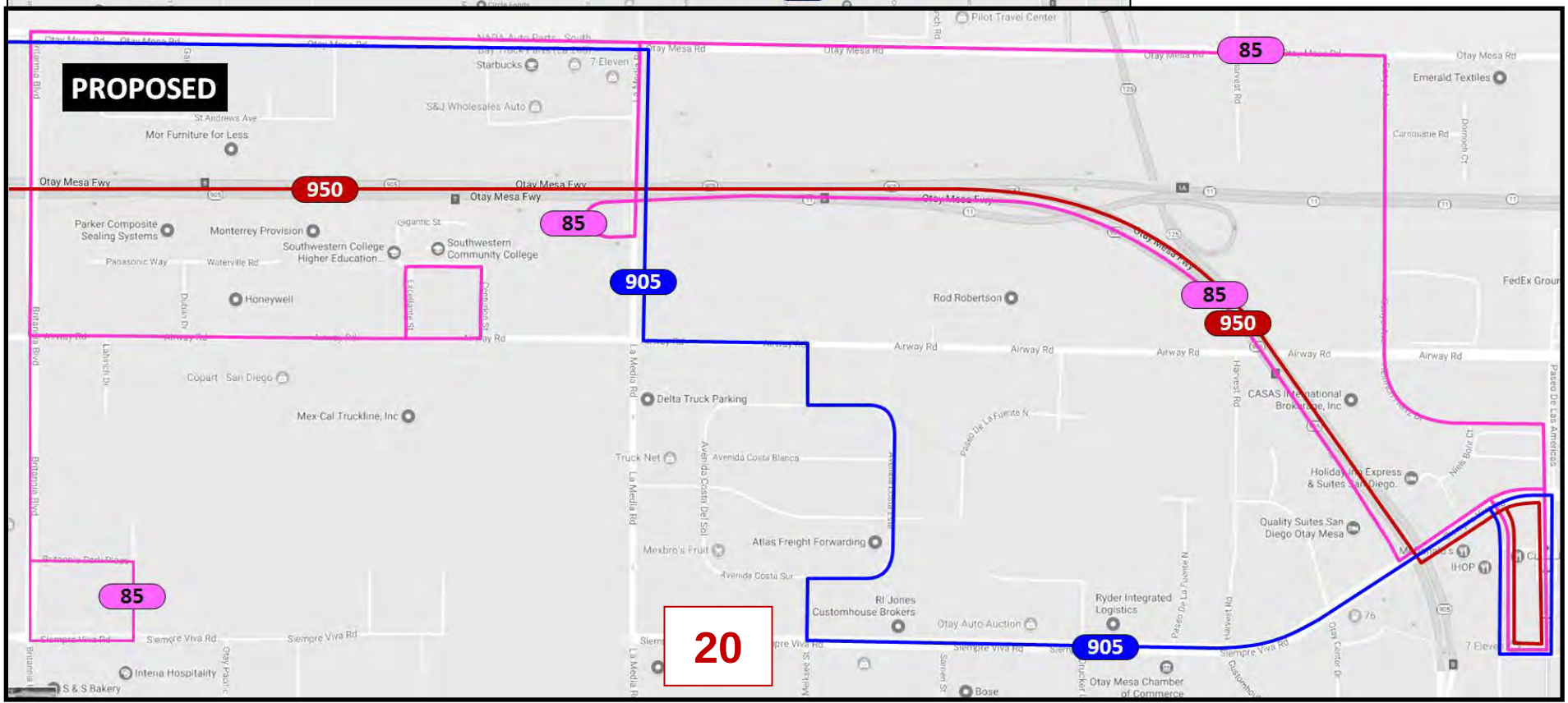
Routes 35, 923: Ocean Beach, Pt. Loma

Route	Final Recommendation
35	• Increase weekday frequency to 15 minutes all-day. • Replace service south of Newport Ave. on weekdays only, with extended Route 923.
923	• Extend to Pt. Loma Ave., replacing Route 35 south of Newport Ave. • Discontinue Saturday service.
Net Ridership Impact	**+ 127,000**
Added Subsidy Required	**$140,417**

Routes 905, 950: Otay Mesa

Route	Original Proposal	Final Recommendation
905	• Consolidate into single alignment via Siempre Viva Rd., La Media Rd., and Otay Mesa Rd. • Operate even 30-minute frequency all weekday, 60-minute on weekends.	Replace coverage in NE and SW Otay Mesa industrial areas with new Route 85, operating hourly all week.
950	• Increase peak directional frequency to 10-minutes. • Extend span-of-service into later evening.	Same
Net Ridership Impact	**+ 105,000**	**+ 170,000**
Added Subsidy Required	**$146,329**	**$392,291**


CURRENT
905B
950
905A
Otay Mesa Fwy
Otay Mesa Rd
Airway Rd
Siempre Viva Rd
Mor Furniture for Less
Parker Composite Sealing Systems
Monterrey Provision
Southwestern College Higher Education
Southwestern Community College
Honeywell
Copart - San Diego
Mex-Cal Truckline, Inc
Delta Truck Parking
Truck Net
Mexbro's Fruit
Atlas Freight Forwarding
RI Jones Customhouse Brokers
Ca Air Tools
Otay Auto Auction
Ryder Integrated Logistics
Rod Robertson
Emerald Textiles
Quality Suites San Diego Otay Mesa
IHOP
FedEx Ground
Britannia Park Place


PROPOSED
85
950
905
Otay Mesa Fwy
Otay Mesa Rd
Airway Rd
Siempre Viva Rd
Mor Furniture for Less
Parker Composite Sealing Systems
Monterrey Provision
Southwestern College Higher Education
Southwestern Community College
Honeywell
Copart - San Diego
Mex-Cal Truckline, Inc
Delta Truck Parking
Truck Net
Mexbro's Fruit
Atlas Freight Forwarding
RI Jones Customhouse Brokers
Ryder Integrated Logistics
Otay Auto Auction
Rod Robertson
Emerald Textiles
Quality Suites San Diego Otay Mesa
IHOP
FedEx Ground
Britannia Park Place
Intena Hospitality
S & S Bakery
Otay Mesa Chamber of Commerce
Bose
20

Routes 856, 936: Rancho SD Village, College Grove

Route	Final Recommendation
856	• Discontinue service to Rancho San Diego Village area. • Streamline route to College Ave. without deviation along College Grove Dr.
936	• Streamline route to College Ave. without deviation along College Grove Dr.
Net Ridership Impact	**(11,000)**
Subsidy Savings	**($253,207)**

Other Changes: Route Streamlining

Route	Final Recommendation	Net Ridership Impact	Subsidy Savings
20	Streamline to use SR-163 and I-15 between Kearny Mesa T.C. and Miramar College T.S. instead of Kearny Villa Rd. and Black Mountain Rd.	(45,000)	($291,840)
25	Streamline to use SR-163 between Mesa College Dr. and Fashion Valley. Service to Health Center Dr. and Ulric St. would remain available on Route 120; service along Comstock St. and Osler St. would be discontinued.	(3,000)	----
832	Streamline routing in Santee to skip the Los Ranchitos loop.	(2,000)	($18,462)
851	Streamline route to use Bancroft Dr. instead of Kenwood Dr. to/from SR-94, and to use Sweetwater Rd. instead of Elkelton Blvd. Also, frequency would be adjusted to every 60 minutes all day.	(4,000)	($42,511)
874/ 875	Streamline route by discontinuing the Granite Hills segment.	+ 2,000	($80,942)

Other Changes: Other Route Splits

Route	Original Proposal	Net Ridership Impact	Net Subsidy Impact	Final Recommendation	Net Ridership Impact	Net Subsidy Impact
11	Split route in Downtown into separate south and north routes, Routes 11 and 12. The downtown terminal for the southern route would be the City College T.C. Frequencies and spans on each route remain similar to current.	34,000	$576,867	Same	34,000	$576,867
864	• Replace service east of East County Square with new Route 838, operating a 12-hour/day span-of-service. • Streamline Route 864 to use East Main St. between Madison Ave. and Broadway.	(14,000)	($532,039)	Same, but extended span of service.	<$1K	($458,369)

Other Changes: Other Route Reductions

Route	Original Proposal	Net Ridership Impact	Subsidy Savings	Final Recommendation	Net Ridership Impact	Net Subsidy Impact
8	Reduce non-summer weekday frequency from every 20 to every 30 minutes.	(60,000)	($150,200)	Same.	(60,000)	($150,200)
9	Reduce non-summer weekday frequency from every 20 to every 30 minutes.	(52,000)	($223,181)	Same.	(52,000)	($223,181)
18	Discontinue route.	(32,000)	($112,427)	Service retained, with reduced span-of-service.	(2,000)	($12,931)
871/872	Discontinue route.	(21,000)	($191,374)	Operate shortened one-way loop Rt. 872.	(4,500)	($143,124)
894	Disc. Parkway Plaza service.	< 1k	($22,913)	No changes.	----	----
901	Reduce 1-3 peak shoulder trips.	(3,000)	($49,829)	Exact changes pending further analysis.	(3,000)	($49,643)
929	Change northern terminal to 12th & Imperial.	< 1k	($187,119)	Same.	< 1k	($187,119)
944	Discontinue service east of Midland Rd.	+ 2,000	----	Same.	+ 2,000	----

Other Changes: Other Route Discontinuations

Route	Original Proposal	Net Ridership Impact	Subsidy Savings	Final Recommendation	Net Ridership Impact	Net Subsidy Impact
870	Discontinue route.	(15,000)	($44,147)	Same	(15,000)	($44,147)
945A	Discontinue route.	(18,000)	($41,175)	Retain route as-is.	----	----

Title VI Analysis

- Federal requirement to determine impacts of major service changes on minority and low-income communities
- Thresholds and methodology established in Policy 42
- Net of TOP major service changes does not have a disproportionate impact on minority communities or a disparate burden on low-income communities, nor result in a disproportionate benefit to non-minority communities or a disparate benefit to non-low income communities
- Analysis included as a report attachment, **including maps of each route and change**



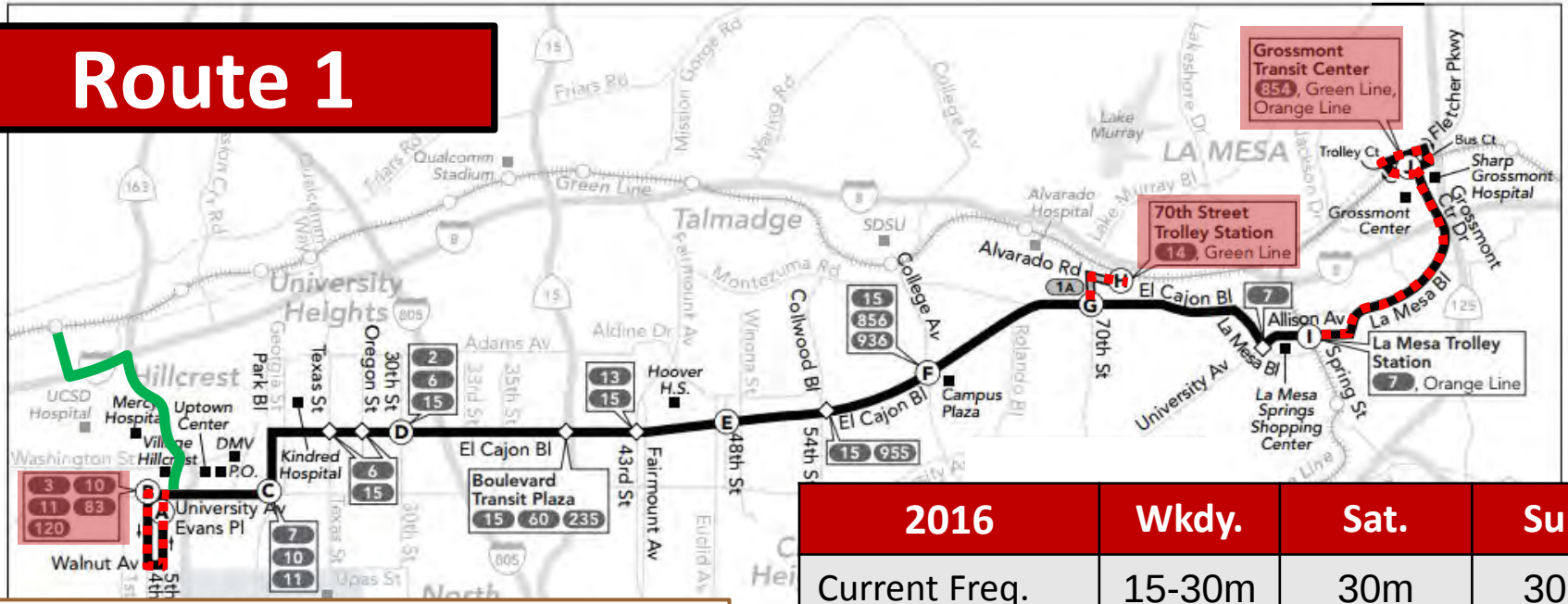


Transit Optimization Plan

Today's Action

- Approve the recommendations for TransNet-subsidized Rapid services (Routes 204, 235, 237);
- Approve the recommendations for MTS-subsidized transit services.

Route 1



2016	Wkdy.	Sat.	Sun.
Current Freq.	15-30m	30m	30m
Avg. Pass.	**4,342**	**2,371**	**1,405**
Annual Passengers:			1,320,669

2016	Rt. 1	Category Average	All Bus Average
Pass./Rev. Hr.	**27.3**	31.2	28.8
Subsidy/Pass.	**$0.90**	$1.76	$1.90
Fbx. Recovery	**53.9%**	36.5%	35.2%

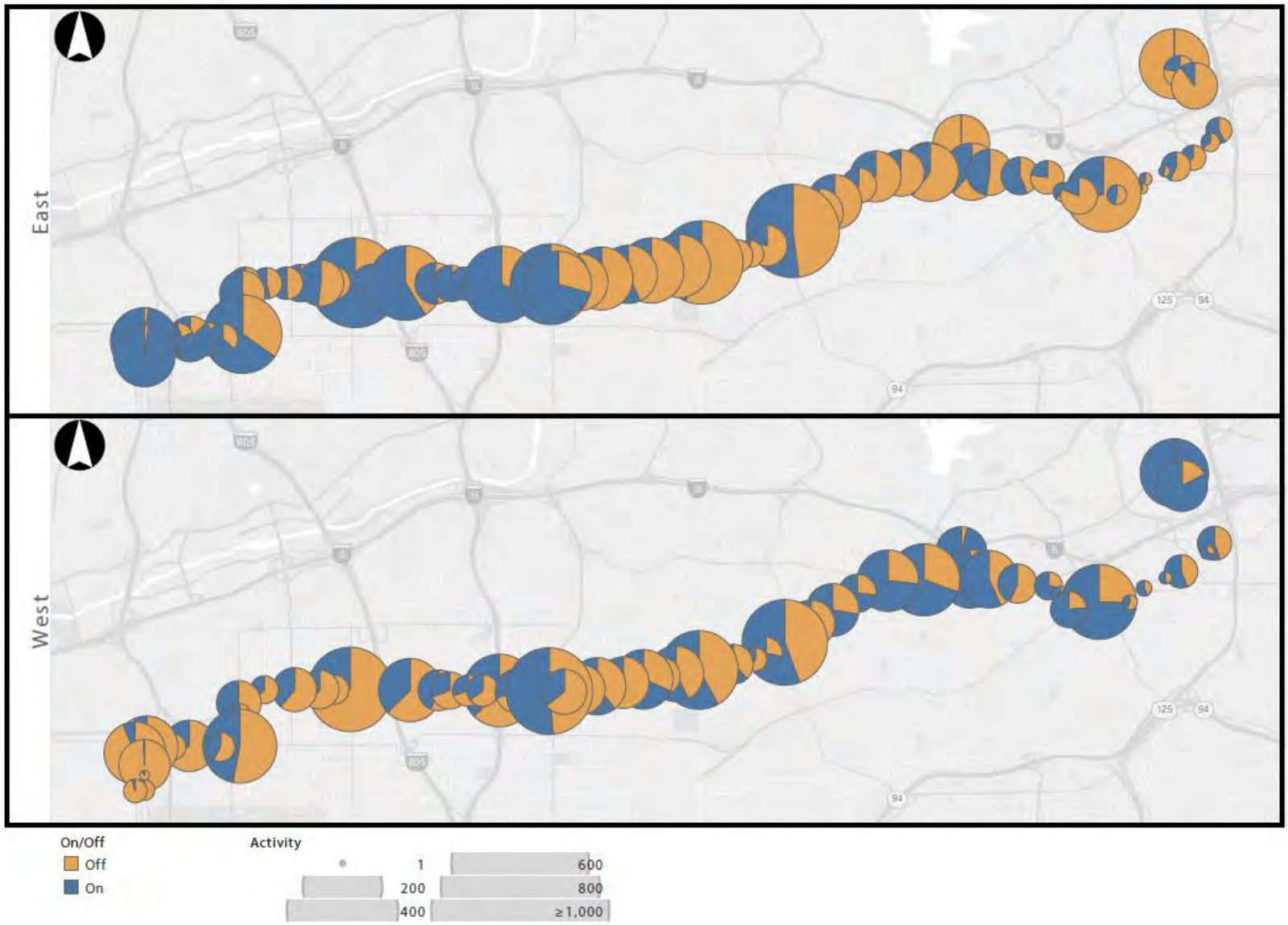
Recommendation

- Extend on west end to Fashion Valley.
 - Offers new connections at regional hub.
 - New service between Mid-City & Green Line.
- Eastern terminal for all trips moves to La Mesa Blvd. Station. (Discontinue 1A to 70th St. Trolley Station.)
 - Simplified pattern for all trips.
 - More service along El Cajon Blvd. corridor in La Mesa.
- Grossmont segment replaced by new Route 52.

Impacts

- Transfer required for through service towards Grossmont.
- East-end Green Line connection at 70th Street replaced with Orange Line at La Mesa Blvd.

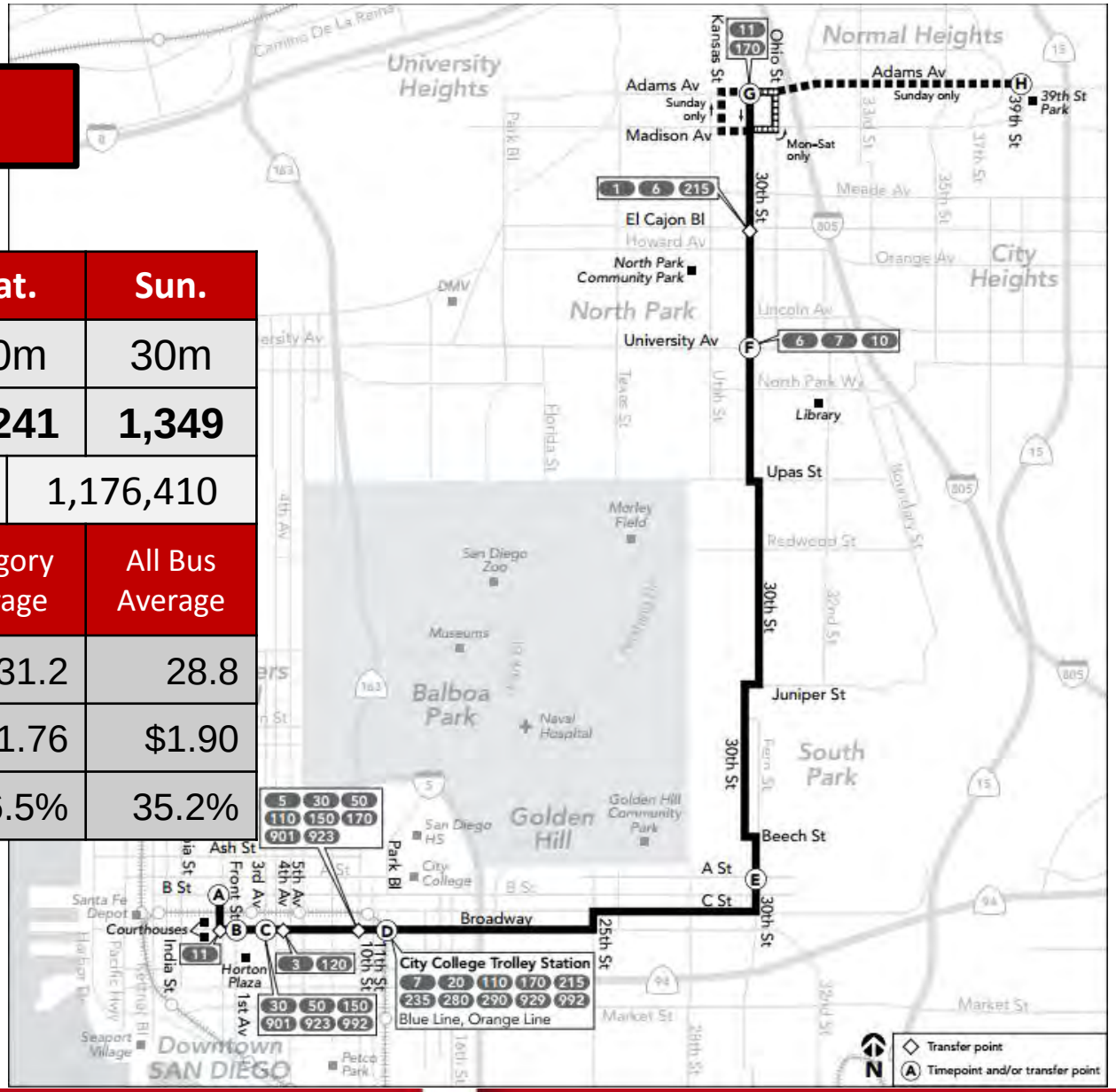
Weekday Ridership Route 1



Route 2

2016	Wkdy.	Sat.	Sun.
Current Freq.	11-15m	20m	30m
Avg. Pass.	**3,814**	**2,241**	**1,349**
Annual Passengers:			1,176,410

2016	Rt. 2	Category Average	All Bus Average
Pass./Rev. Hr.	**31.8**	31.2	28.8
Subsidy/Pass.	**$2.55**	$1.76	$1.90
Fbx. Recovery	**28.4%**	36.5%	35.2%

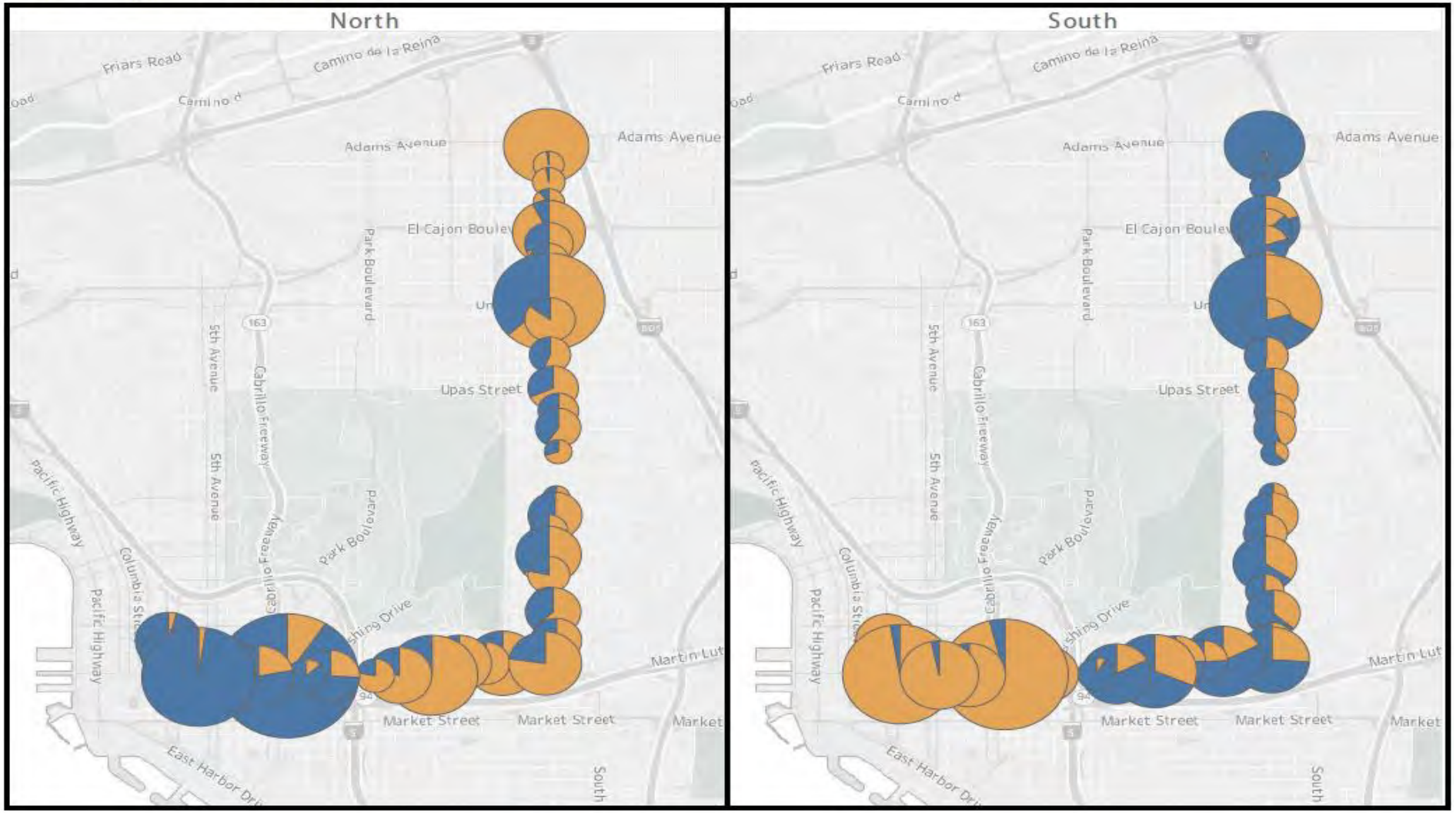


Recommendation

- No proposed changes.

(Sunday adjustment made in June 2017.)

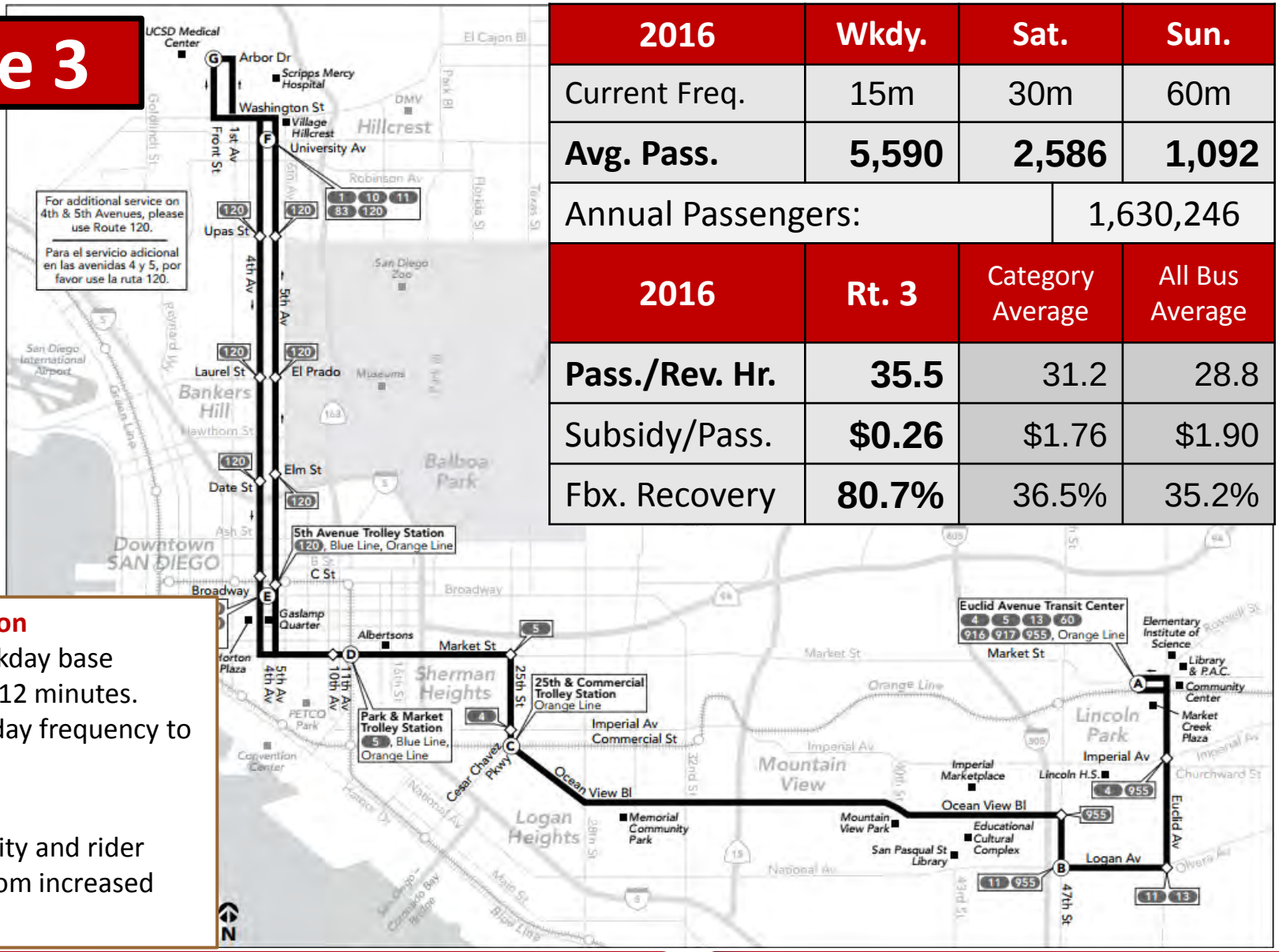
Weekday Ridership Route 2



Route 3

2016	Wkdy.	Sat.	Sun.
Current Freq.	15m	30m	60m
Avg. Pass.	**5,590**	**2,586**	**1,092**
Annual Passengers:			1,630,246

2016	Rt. 3	Category Average	All Bus Average
Pass./Rev. Hr.	**35.5**	31.2	28.8
Subsidy/Pass.	**$0.26**	$1.76	$1.90
Fbx. Recovery	**80.7%**	36.5%	35.2%



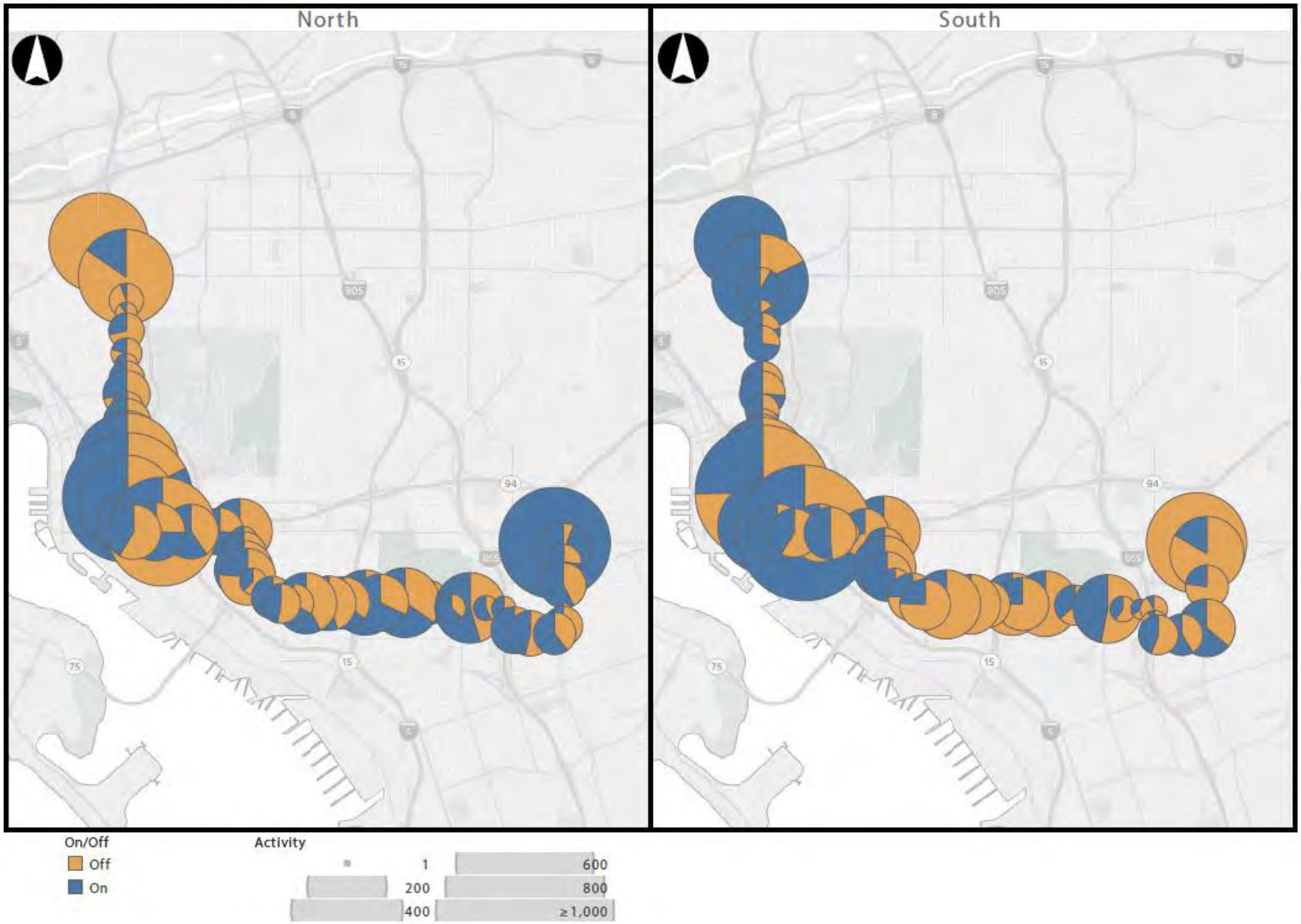
Recommendation

- Increase weekday base frequency to 12 minutes.
- Increase Sunday frequency to 30 minutes.

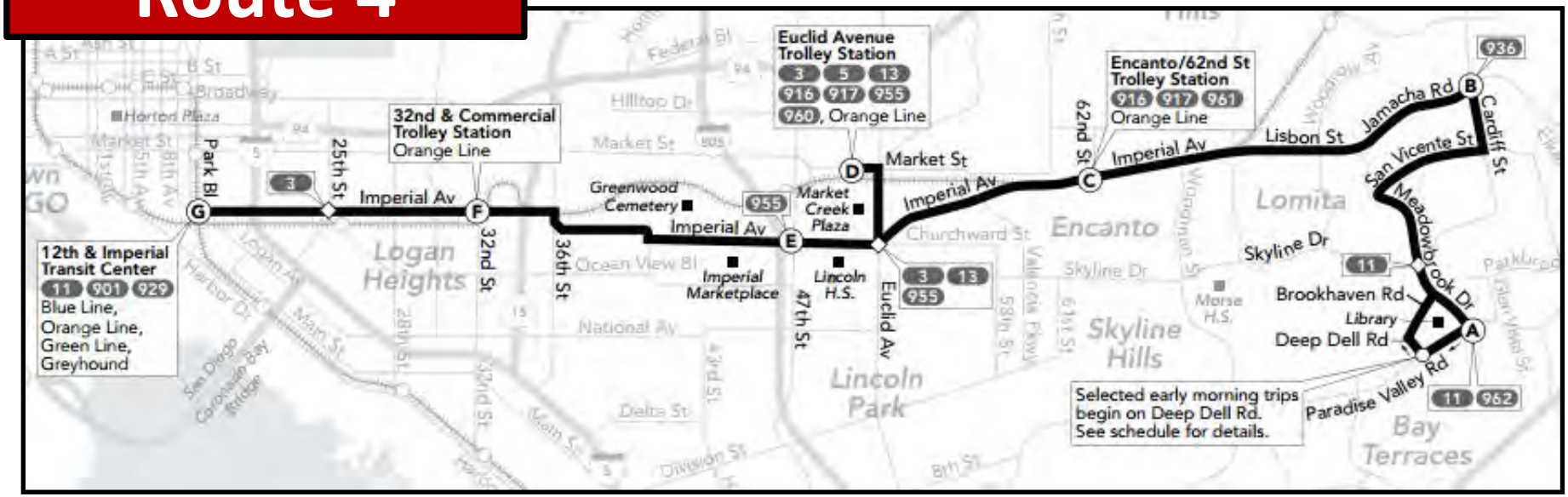
Impacts

- More capacity and rider flexibility from increased frequency.

Weekday Ridership Route 3



Route 4



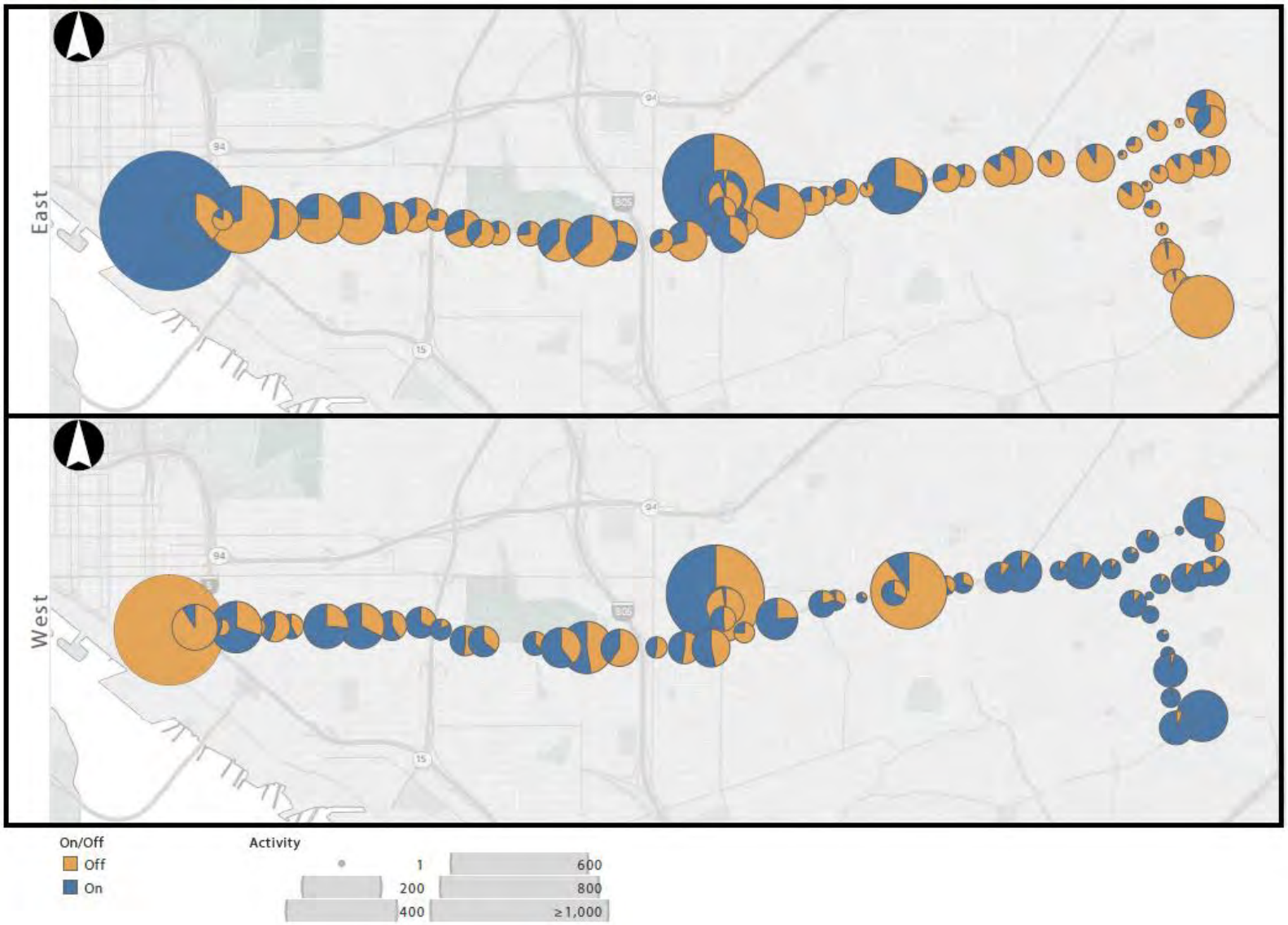
Recommendation

- No proposed changes.

2016	Wkdy.	Sat.	Sun.
Current Freq.	30m	30m	30-60m
Avg. Pass.	**2,577**	**1,618**	**994**
Annual Passengers:			804,515

2016	Rt. 4	Category Average	All Bus Average
Pass./Rev. Hr.	**34.5**	24.0	28.8
Subsidy/Pass.	**$2.27**	$1.64	$1.90
Fbx. Recovery	**30.8%**	38.9%	35.2%

Weekday Ridership Route 4



Route 5



Recommendation

- Increase weekday frequency from 15 to 12 minutes.

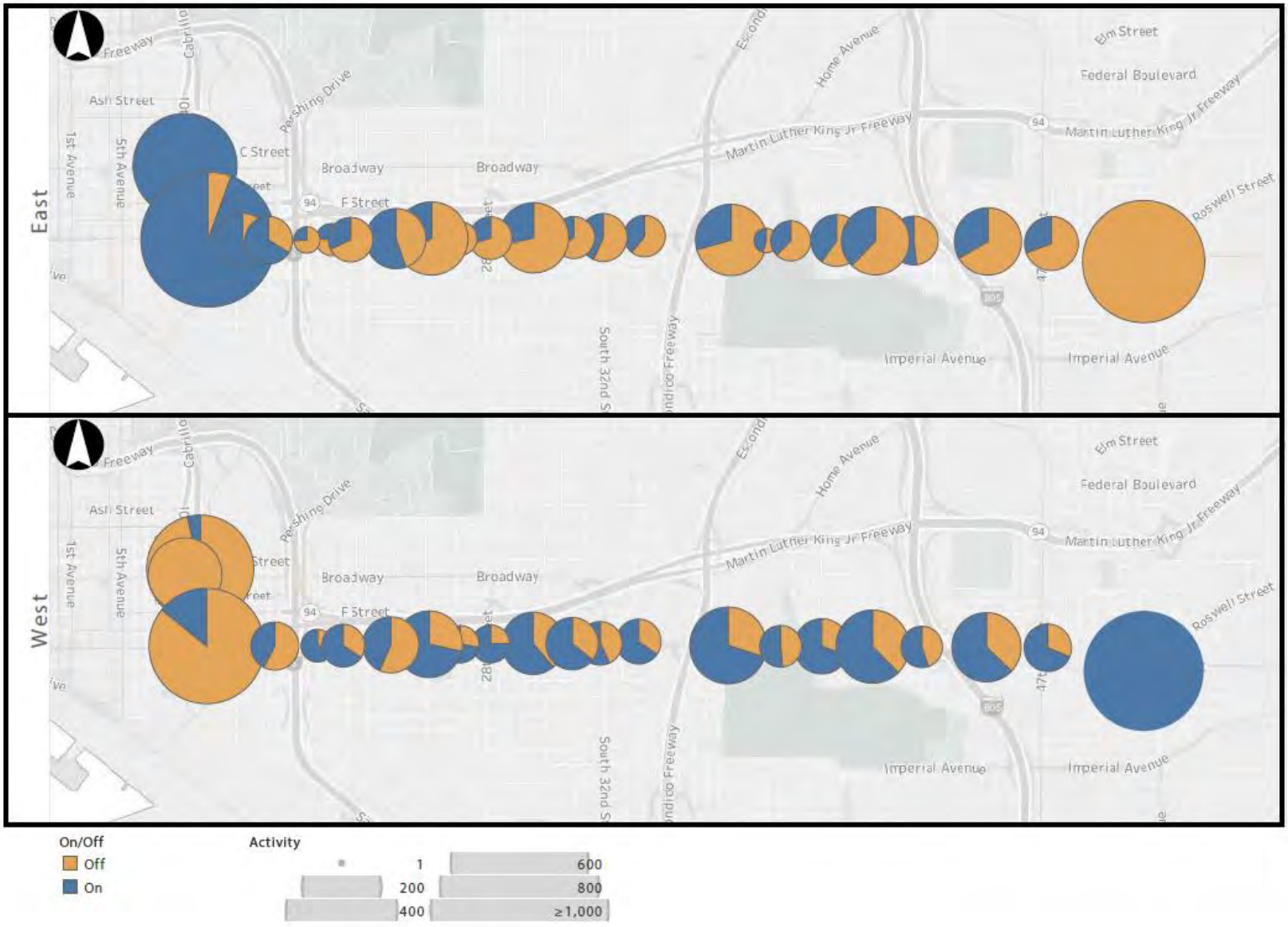
Impacts

- More capacity and rider flexibility from increased frequency.

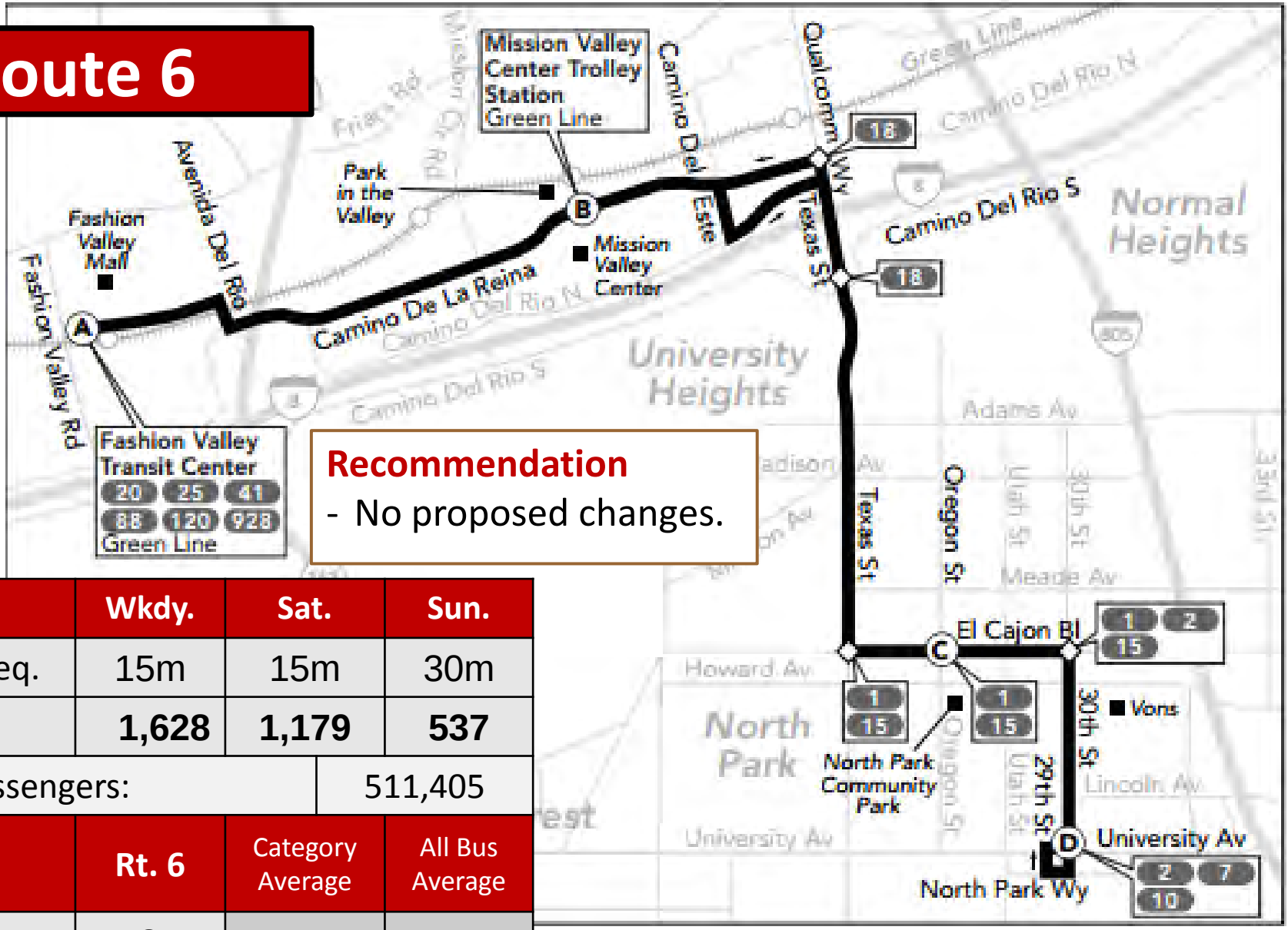
2016	Wkdy.	Sat.	Sun.
Current Freq.	15m	30m	30m
Avg. Pass.	**2,822**	**1,251**	**820**
Annual Passengers:			837,203

2016	Rt. 5	Category Average	All Bus Average
Pass./Rev. Hr.	**41.7**	31.2	28.8
Subsidy/Pass.	**$0.22**	$1.76	$1.90
Fbx. Recovery	**83.1%**	36.5%	35.2%

Weekday Ridership Route 5



Route 6



Recommendation

- No proposed changes.

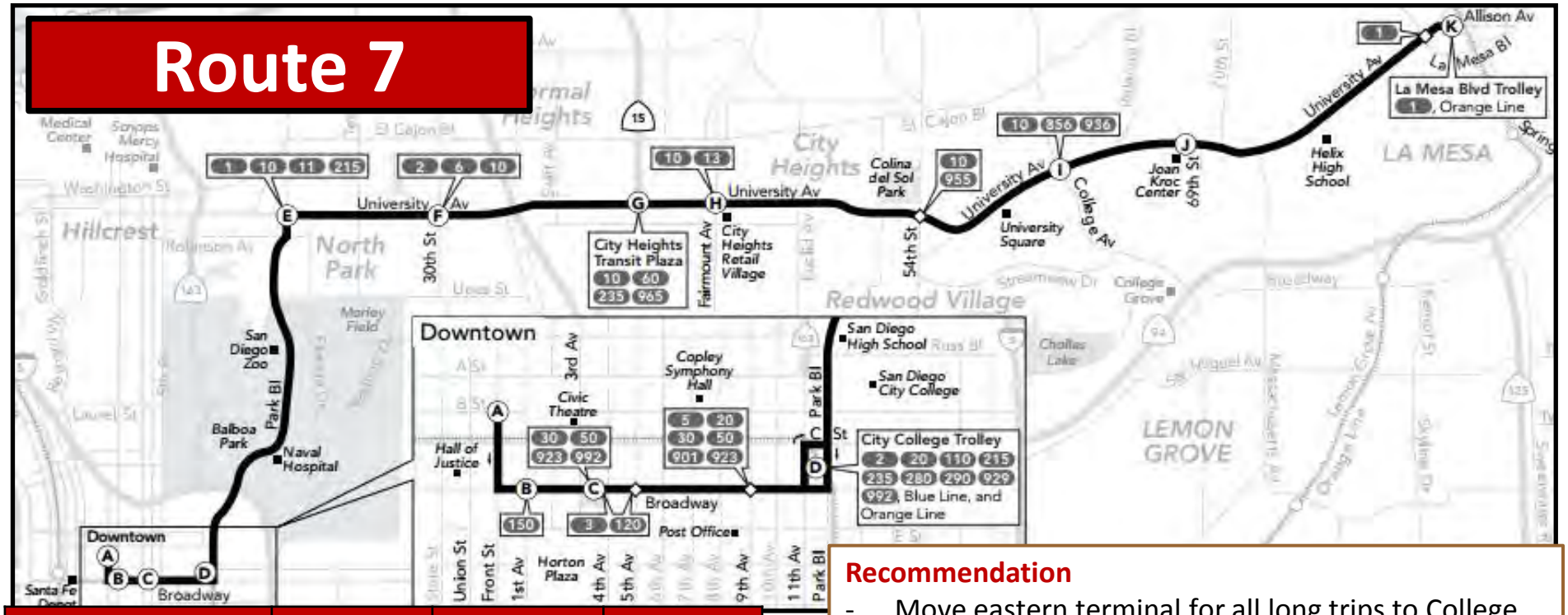
2016	Wkdy.	Sat.	Sun.
Current Freq.	15m	15m	30m
Avg. Pass.	**1,628**	**1,179**	**537**
Annual Passengers:			511,405

2016	Rt. 6	Category Average	All Bus Average
Pass./Rev. Hr.	**27.7**	31.2	28.8
Subsidy/Pass.	**$3.06**	$1.76	$1.90
Fbx. Recovery	**24.9%**	36.5%	35.2%

Weekday Ridership Route 6



Route 7



2016	Wkdy.	Sat.	Sun.
Current Freq.	6-24m	12-24m	12-24m
Avg. Pass.	**9,072**	**6,935**	**4,718**
Annual Passengers:			2,973,434

2016	Rt. 7	Category Average	All Bus Average
Pass./Rev. Hr.	**36.5**	31.2	28.8
Subsidy/Pass.	**$2.09**	$1.76	$1.90
Fbx. Recovery	**32.5%**	36.5%	35.2%

Recommendation

- Move eastern terminal for all long trips to College Ave.; replace La Mesa segment with new Route 52.
 - Simplified pattern for all trips.
 - Better reliability and manageability.
- Adjust weekday peak frequency from 12 minutes (with 6 minute directional overlay) with 10 minutes in both directions.
 - Frequency increase for reverse commute direction.

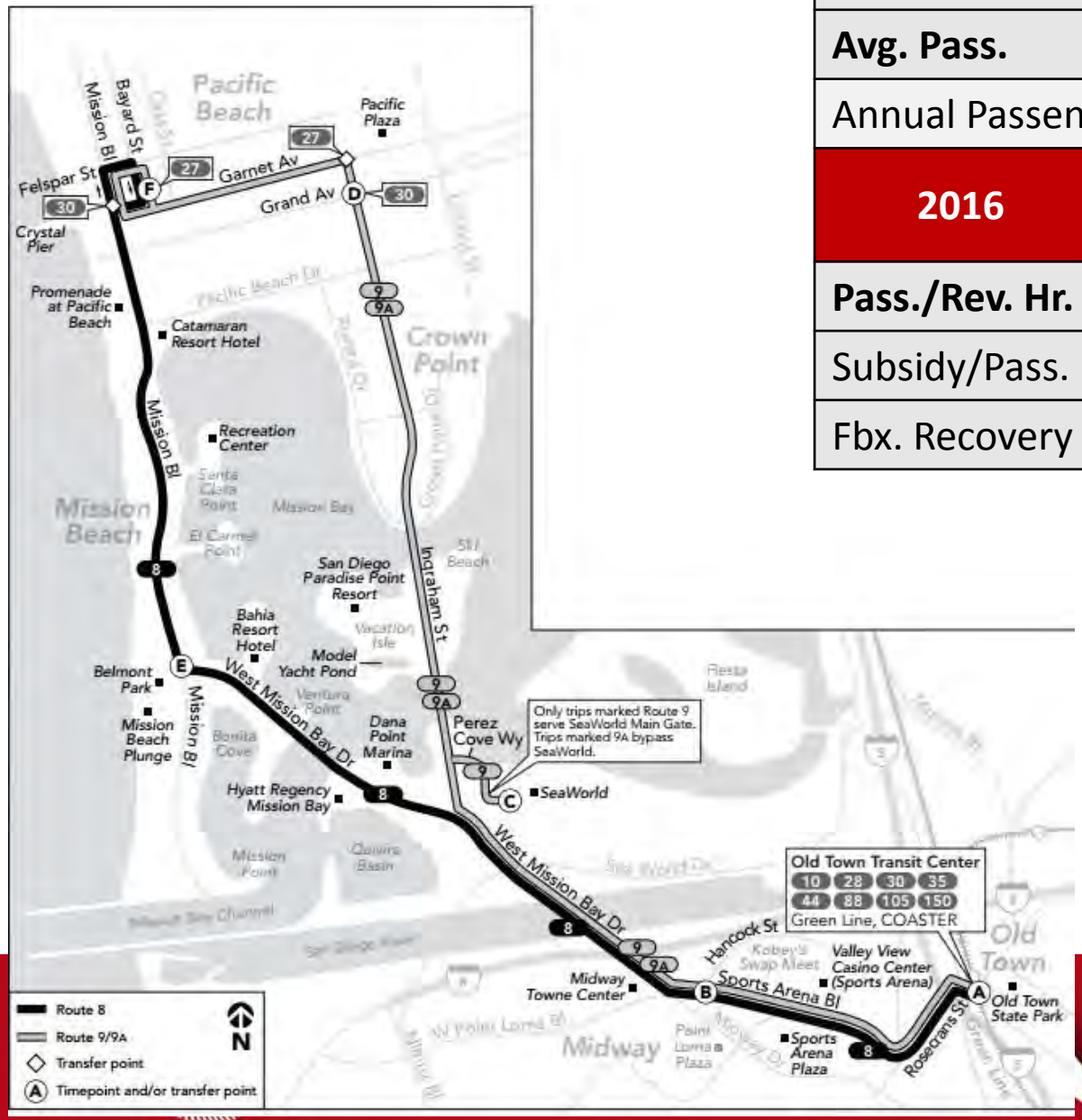
Impacts

- Transfer required for through service towards La Mesa.
- Peak directional frequency slightly reduced.
- La Mesa segment frequency slightly reduced.

Weekday Ridership Route 7



Route 8



2016	Wkdy.	Sat.	Sun.
Current Freq.	20m	20m	30m
Avg. Pass.	**1,576**	**1,715**	**1,157**
Annual Passengers:			565,472

2016	Rt. 8	Category Average	All Bus Average
Pass./Rev. Hr.	**29.4**	31.2	28.8
Subsidy/Pass.	**$2.83**	$1.76	$1.90
Fbx. Recovery	**26.5%**	36.5%	35.2%

Recommendation

- Reduce non-summer weekday frequency to every 30 minutes.

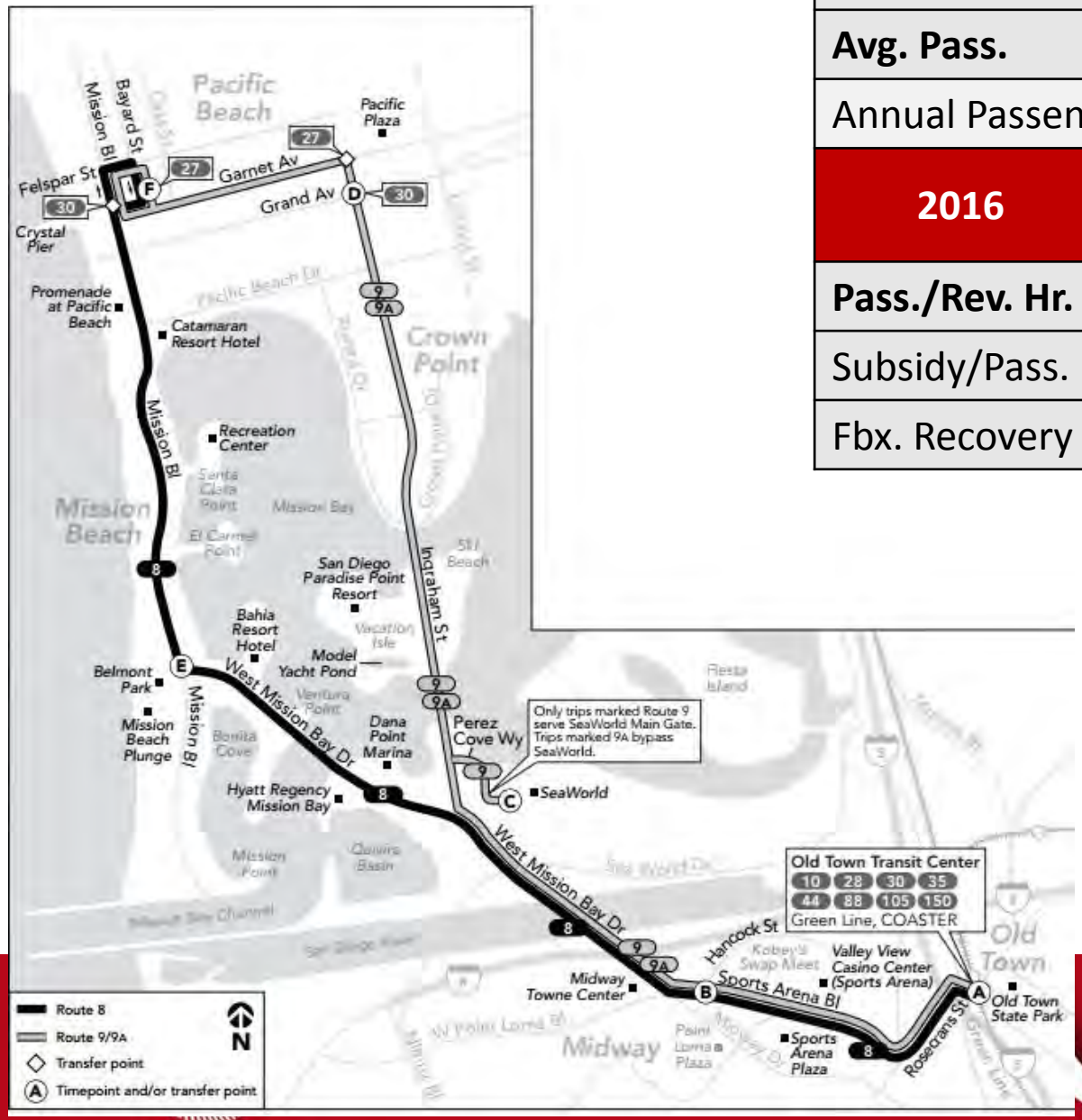
Impacts

- Less rider flexibility from reduced frequency.

Weekday Ridership Route 8



Route 9



2016	Wkdy.	Sat.	Sun.
Current Freq.	20m	20m	30m
Avg. Pass.	**1,160**	**1,346**	**662**
Annual Passengers:			407,657

2016	Rt. 9	Category Average	All Bus Average
Pass./Rev. Hr.	**24.1**	31.2	28.8
Subsidy/Pass.	**$3.68**	$1.76	$1.90
Fbx. Recovery	**21.7%**	36.5%	35.2%

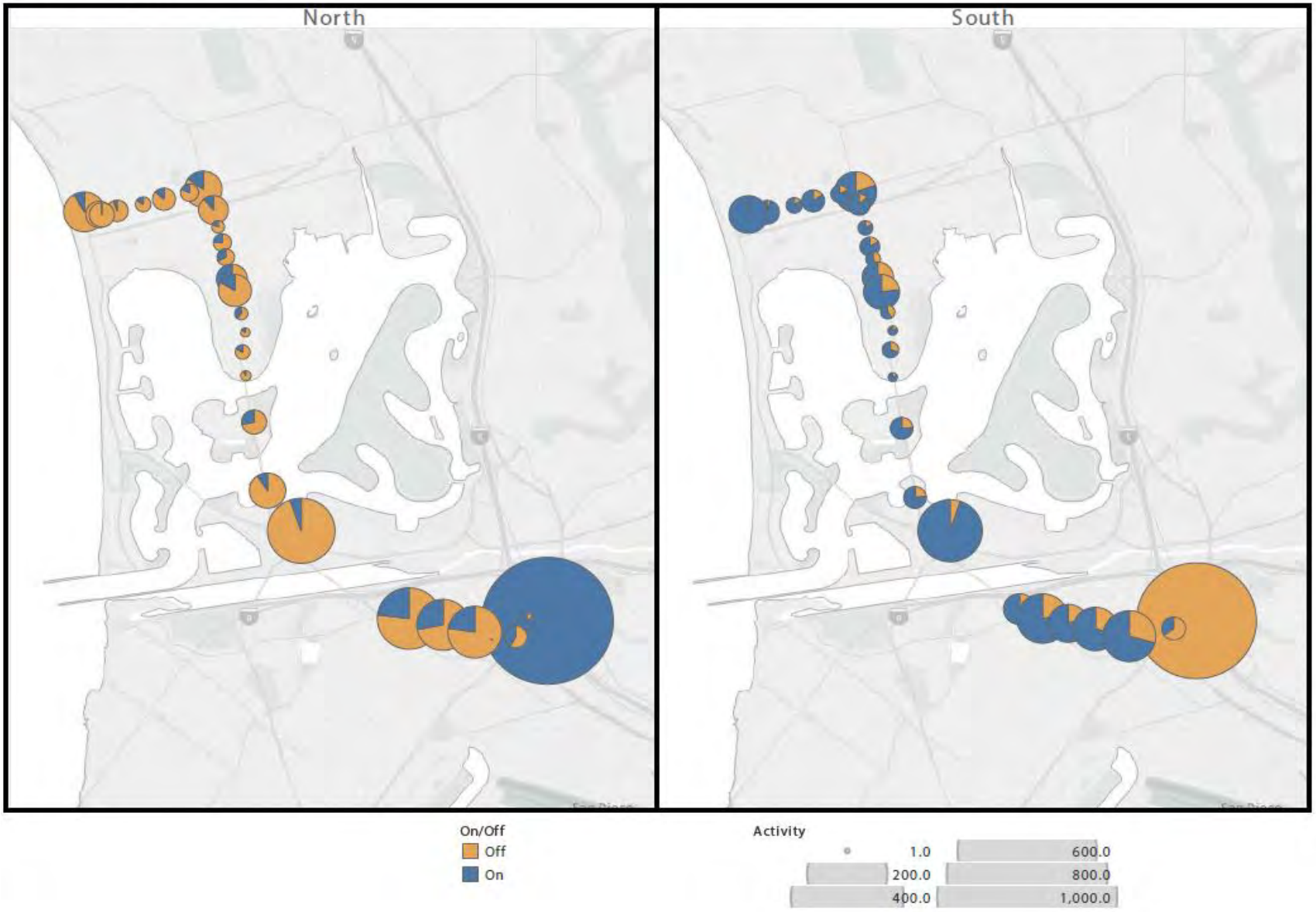
Recommendation

- Reduce non-summer weekday frequency to every 30 minutes.

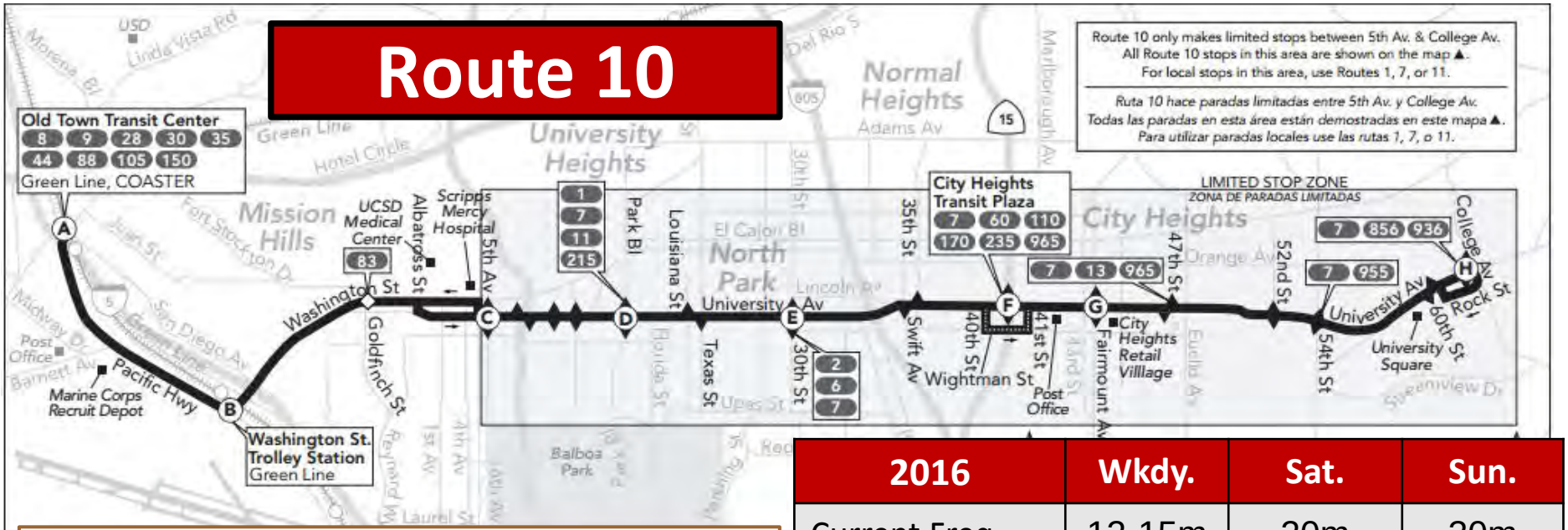
Impacts

- Less rider flexibility from reduced frequency.

Weekday Ridership Route 9



Route 10



Recommendation

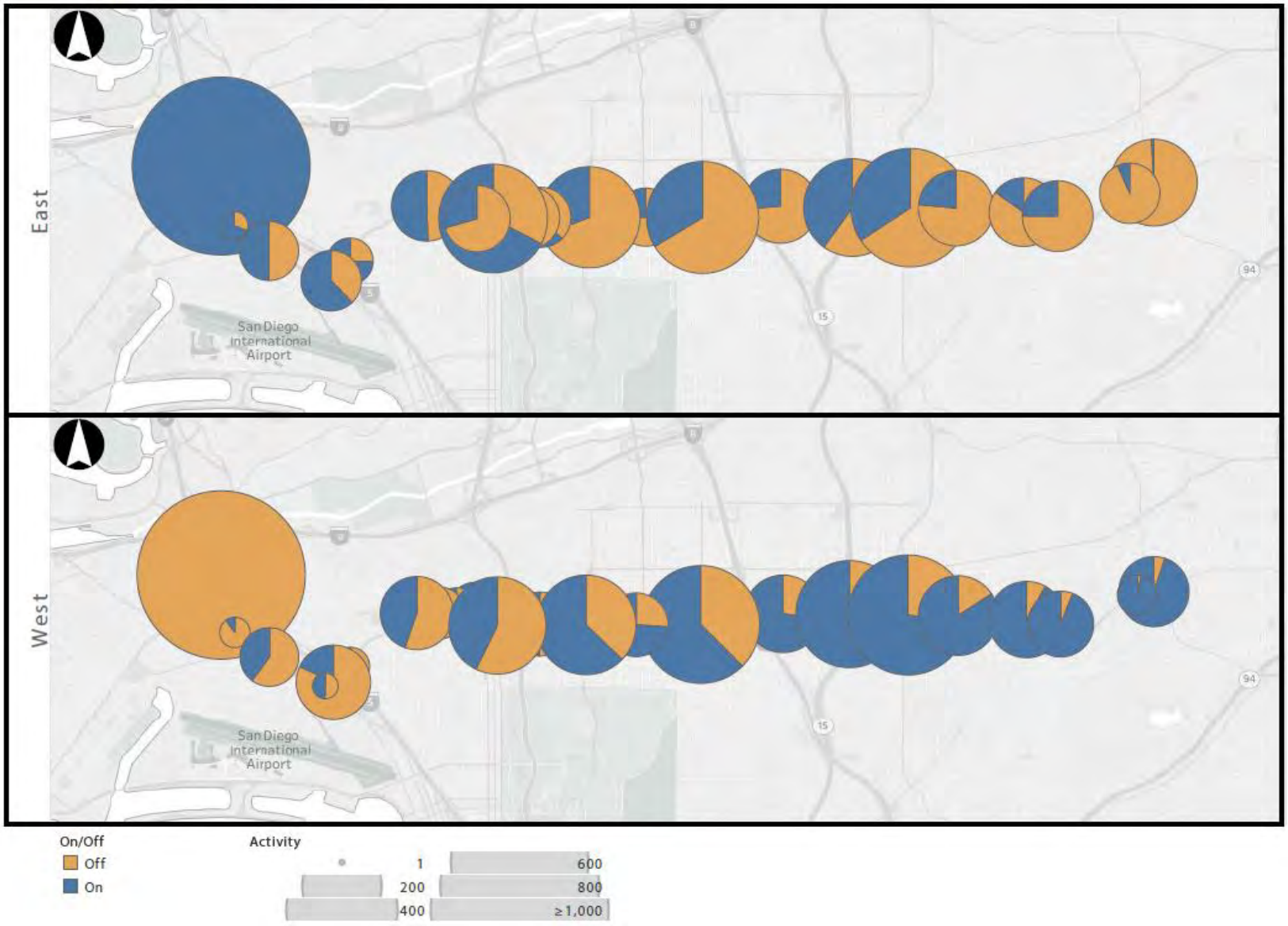
- No proposed changes.

(Minor stop adjustments implemented June 2017.)

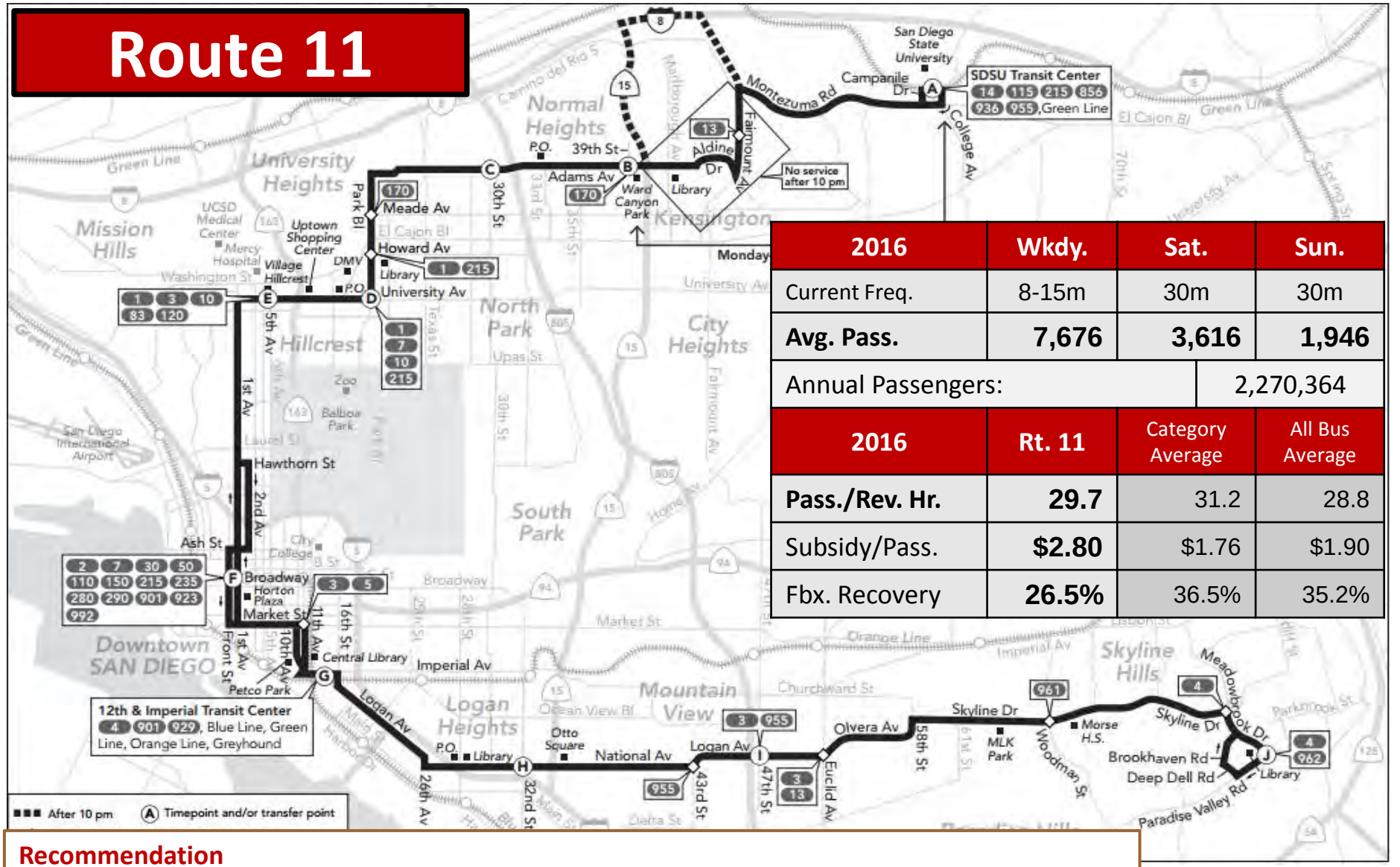
2016	Wkdy.	Sat.	Sun.
Current Freq.	12-15m	20m	30m
Avg. Pass.	**4,692**	**2,514**	**1,593**
Annual Passengers:			1,429,015

2016	Rt. 10	Category Average	All Bus Average
Pass./Rev. Hr.	**35.9**	31.2	28.8
Subsidy/Pass.	**$2.13**	$1.79	$1.90
Fbx. Recovery	**32.4%**	36.5%	35.2%

Weekday Ridership Route 10



Route 11



2016	Wkdy.	Sat.	Sun.
Current Freq.	8-15m	30m	30m
Avg. Pass.	**7,676**	**3,616**	**1,946**
Annual Passengers:			2,270,364

2016	Rt. 11	Category Average	All Bus Average
Pass./Rev. Hr.	**29.7**	31.2	28.8
Subsidy/Pass.	**$2.80**	$1.76	$1.90
Fbx. Recovery	**26.5%**	36.5%	35.2%

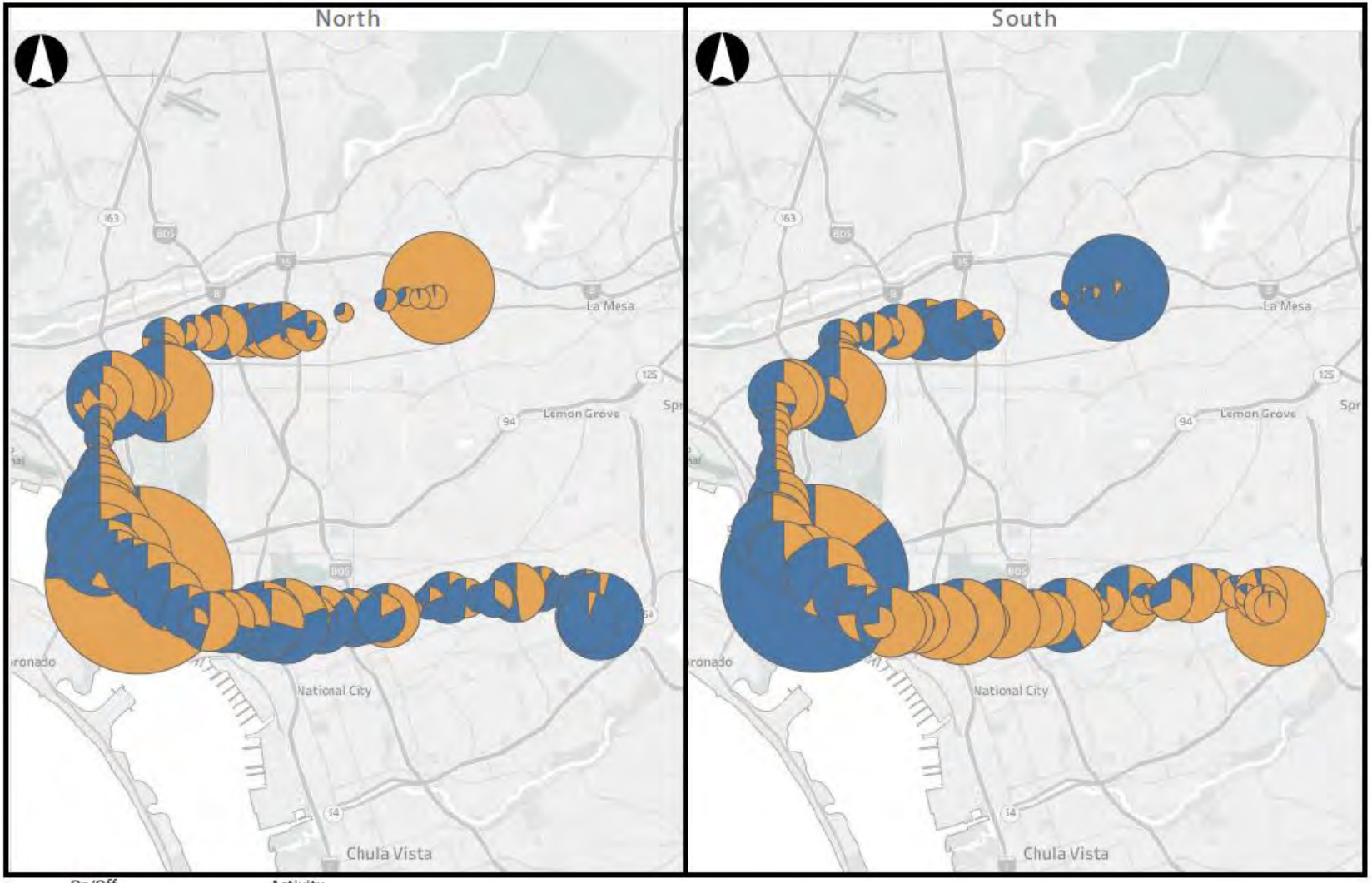
Recommendation

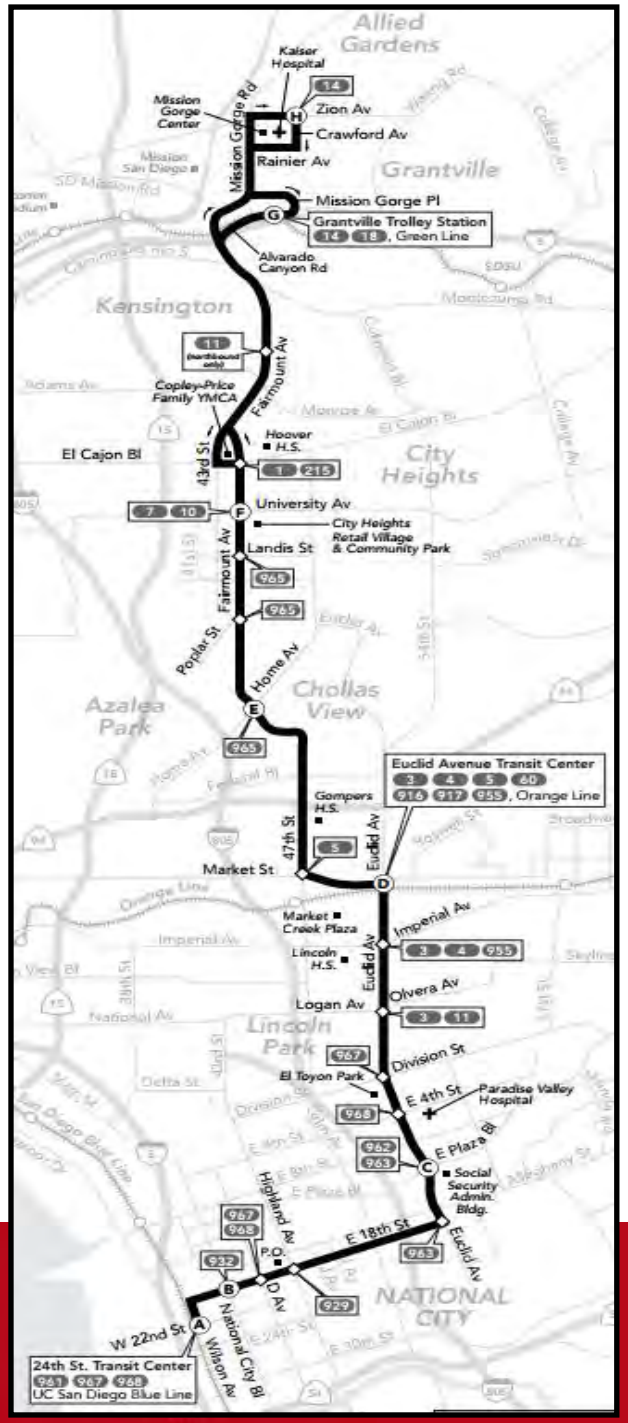
- Split into two routes in Downtown. Southern route becomes Route 12, with new terminal at City College Transit Center. Northern route remains Route 11, with new terminal on First Ave.
 - Improves performance and reliability on entire route; better manageability.

Impacts

- Transfer required for through riders.

Weekday Ridership Route 11





Route 13

2016	Wkdy.	Sat.	Sun.
Current Freq.	15m	20m	30m
Avg. Pass.	**6,261**	**3,561**	**2,211**
Annual Passengers:			1,922,998

2016	Rt. 13	Category Average	All Bus Average
Pass./Rev. Hr.	**40.8**	31.2	28.8
Subsidy/Pass.	**$1.76**	$1.76	$1.90
Fbx. Recovery	**36.4%**	36.5%	35.2%

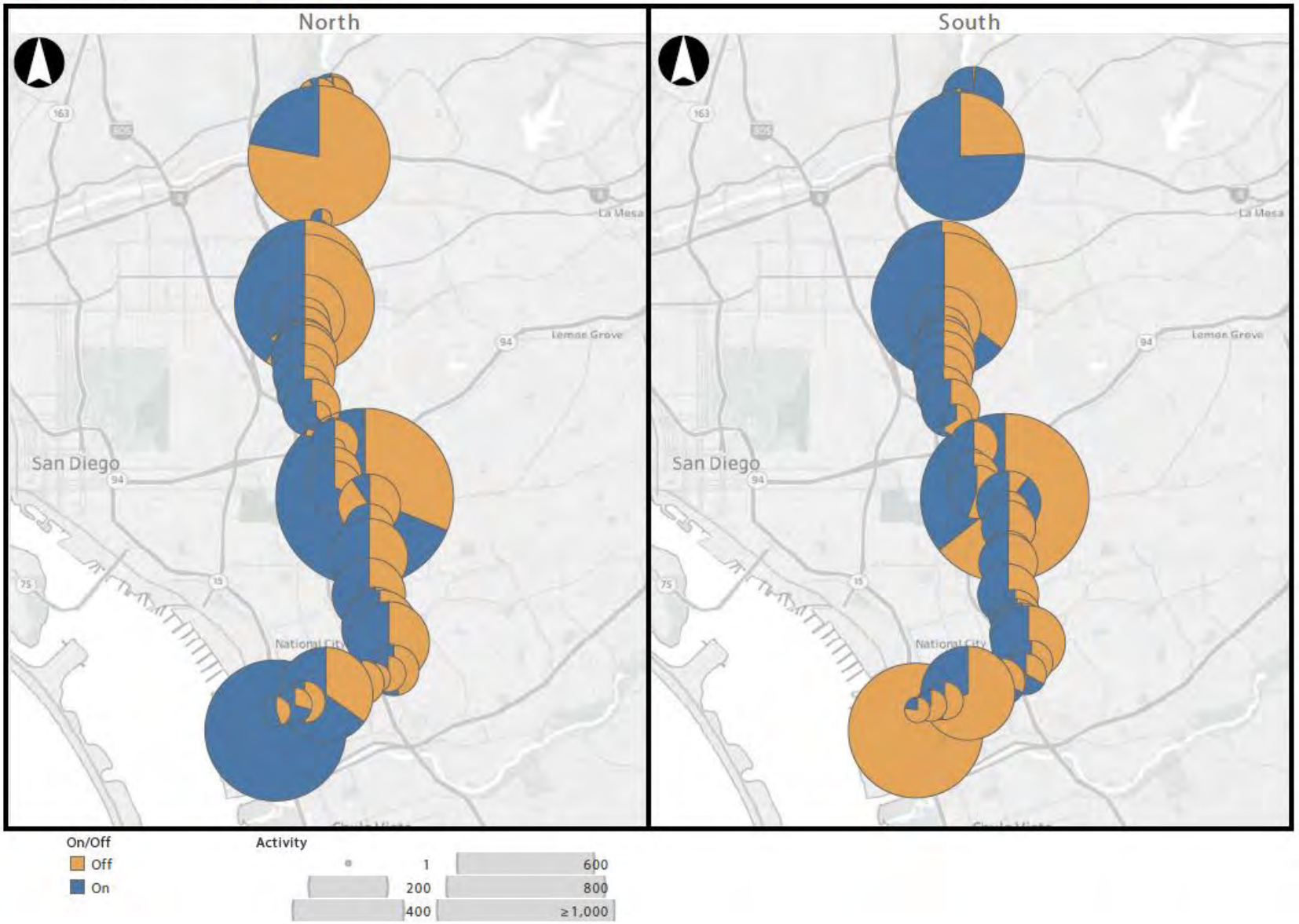
Recommendation

Increase weekday afternoon frequency from 15 to 12 minutes.

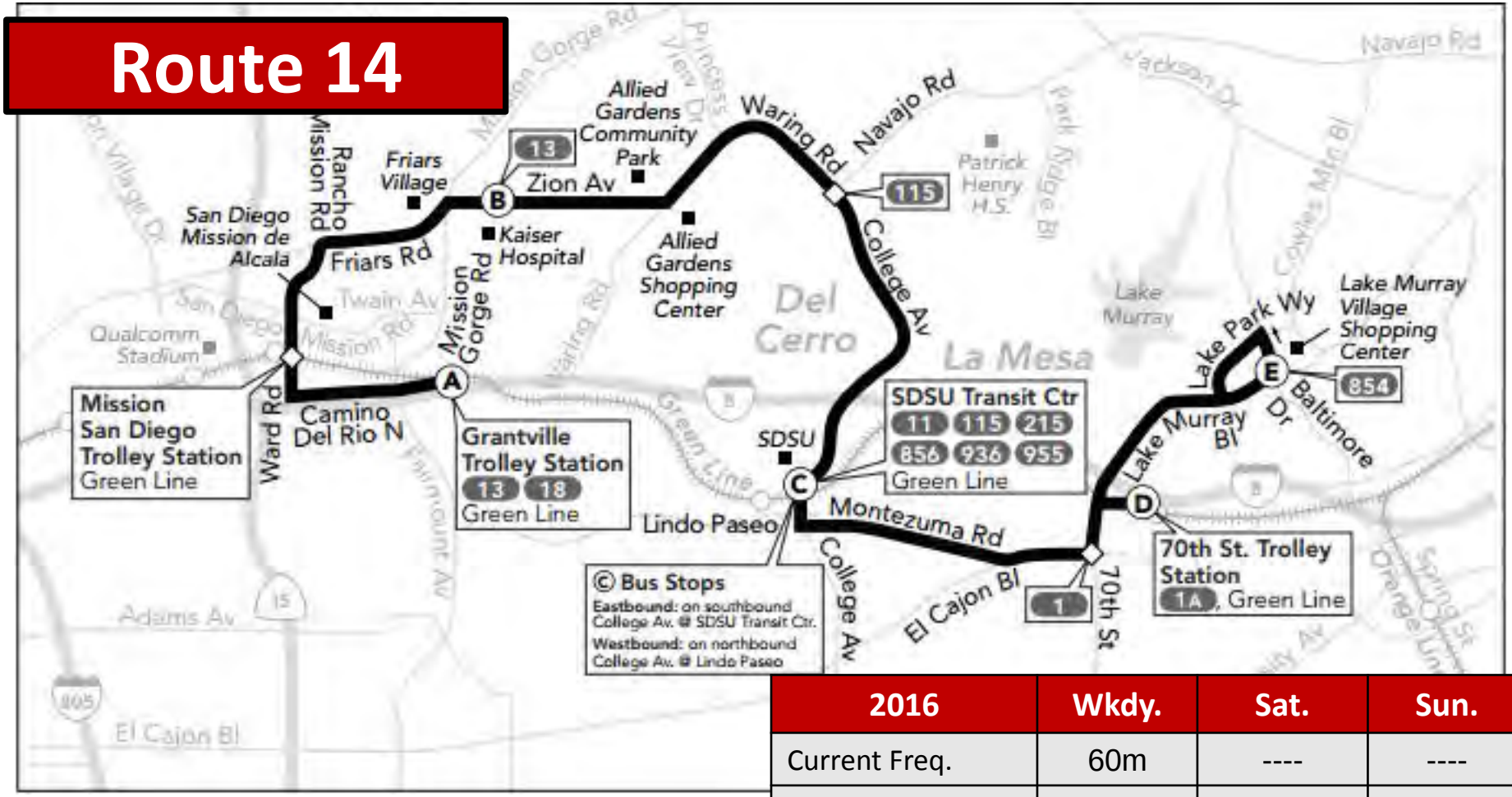
Impacts

- More capacity and rider flexibility from increased frequency.

Weekday Ridership Route 13



Route 14



2016	Wkdy.	Sat.	Sun.
Current Freq.	60m	----	----
Avg. Pass.	**231**	**----**	**----**
Annual Passengers:			58,986

2016	Rt. 14	Category Average	All Bus Average
Pass./Rev. Hr.	**9.1**	14.6	28.8
Subsidy/Pass.	**$4.03**	$2.21	$1.90
Fbx. Recovery	**20.8%**	31.2%	35.2%

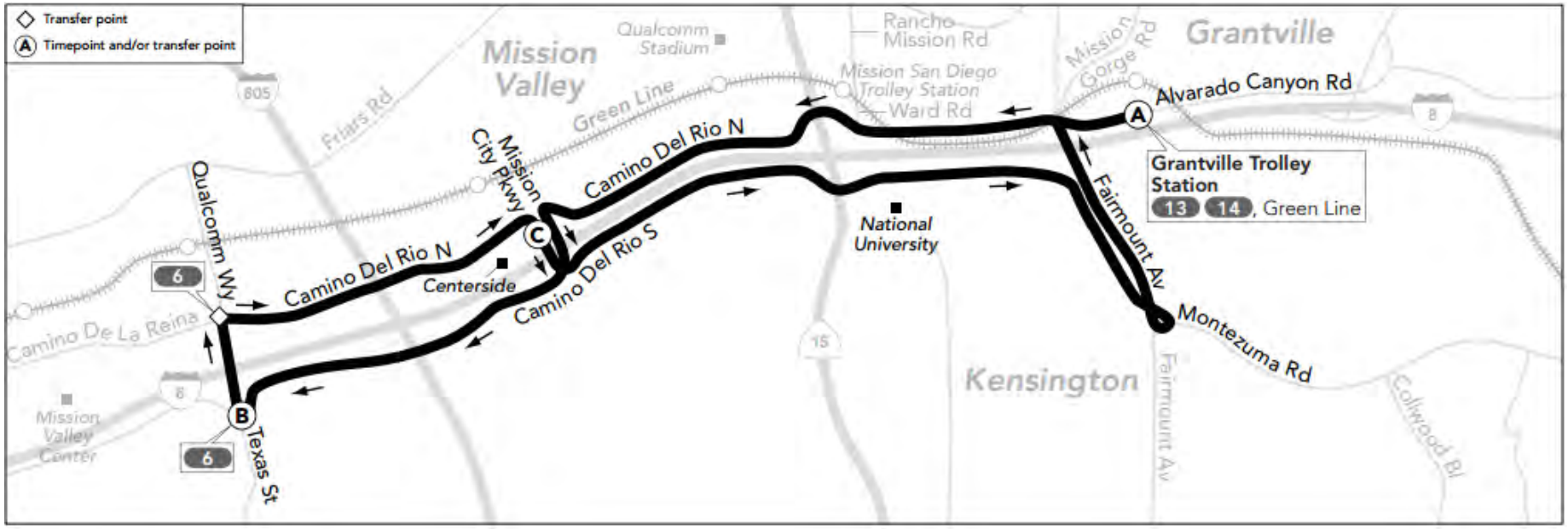
Recommendation

- No proposed changes.

Weekday Ridership Route 14



Route 18



Recommendation

- Minor reduction in span-of-service.

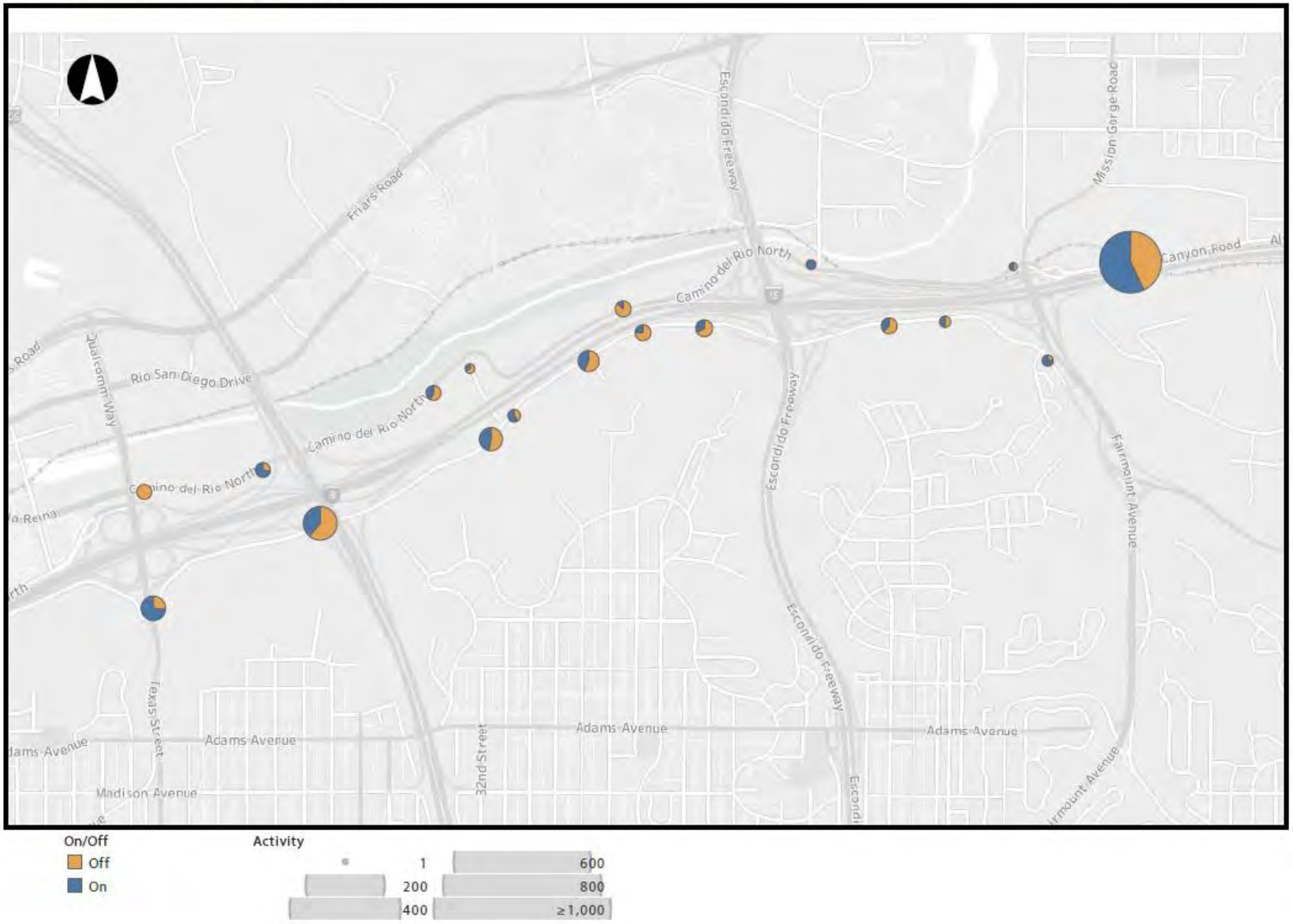
Impacts

- Reduced early and late service availability.

2016	Wkdy.	Sat.	Sun.
Current Freq.	30m	----	----
Avg. Pass.	**140**	**----**	**----**
Annual Passengers:			35,739

2016	Rt. 18	Category Average	All Bus Average
Pass./Rev. Hr.	**12.3**	14.6	28.8
Subsidy/Pass.	**$2.79**	$2.21	$1.90
Fbx. Recovery	**25.9%**	31.2%	35.2%

Weekday Ridership Route 18



Route 20

2016/2017	Wkdy.	Sat.	Sun.
Current Freq.	15-30m	30-60m	60m
Avg. Pass.	**2,611**	**1,342**	**721**
Annual Passengers:			782,704

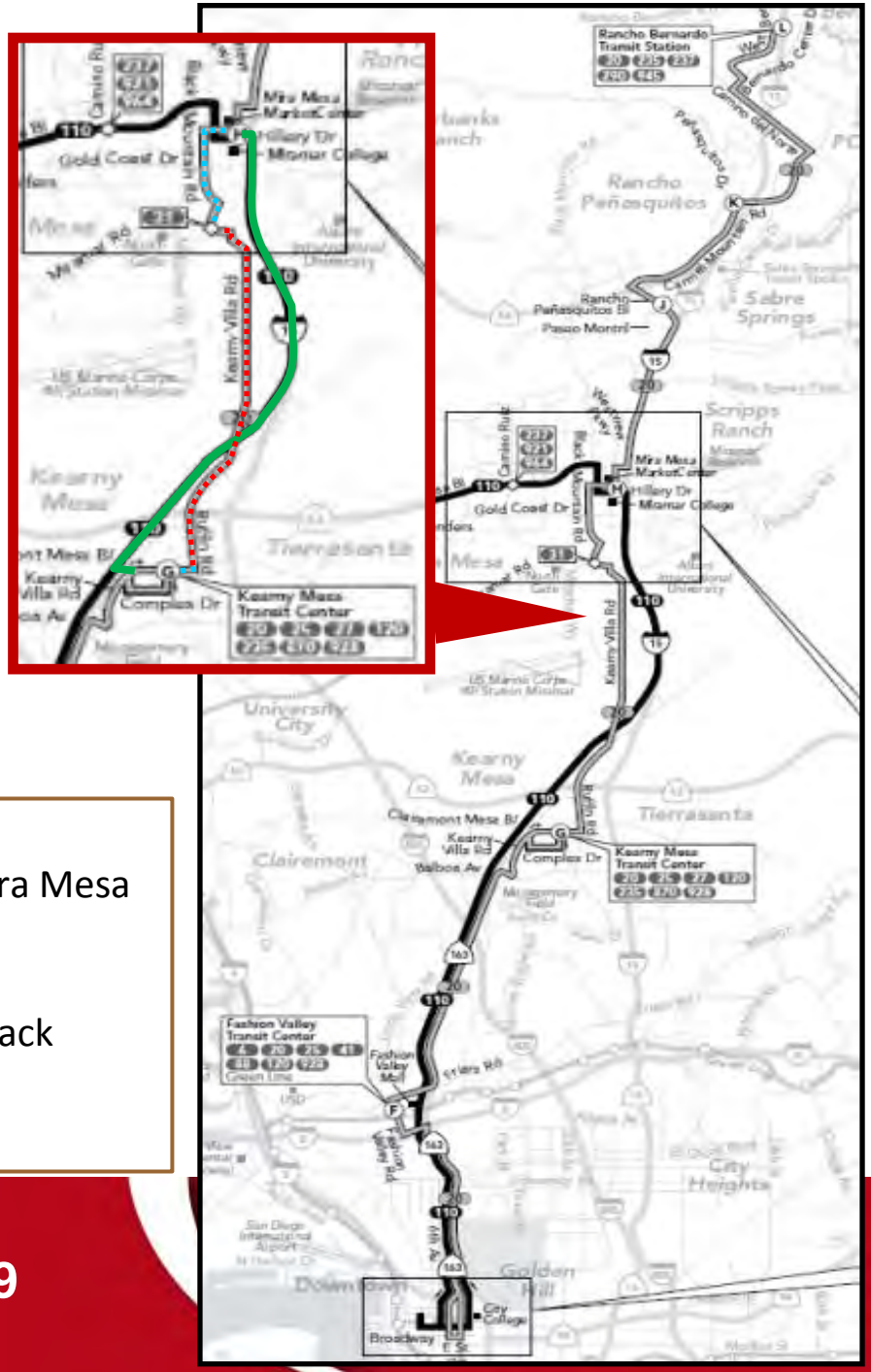
2016/2017	Rt. 20	Category Average	All Bus Average
Pass./Rev. Hr.	**19.3**	25.6	28.8
Subsidy/Pass.	**$4.83**	$3.39	$1.90
Fbx. Recovery	**17.5%**	22.9%	35.2%

Recommendation

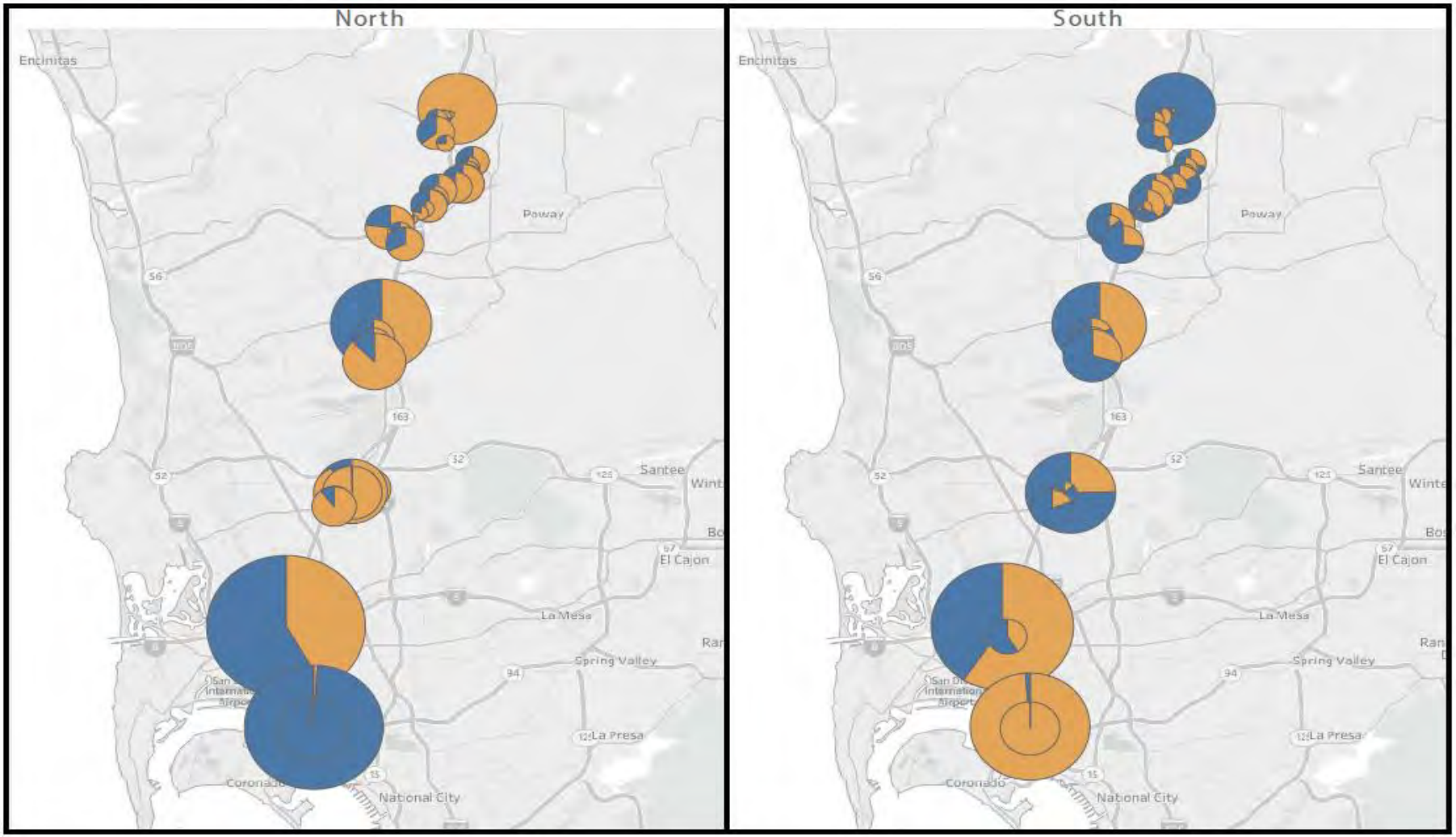
- Streamline routing between Kearny Mesa and Mira Mesa to use I-15 and SR-163 instead of Kearny Villa Rd.

Impacts

- Reduction in service to only Rt. 31 on southern Black Mountain Rd. (& loss of weekend service).
- Loss of service to northern Ruffin Rd.



Weekday Ridership Route 20



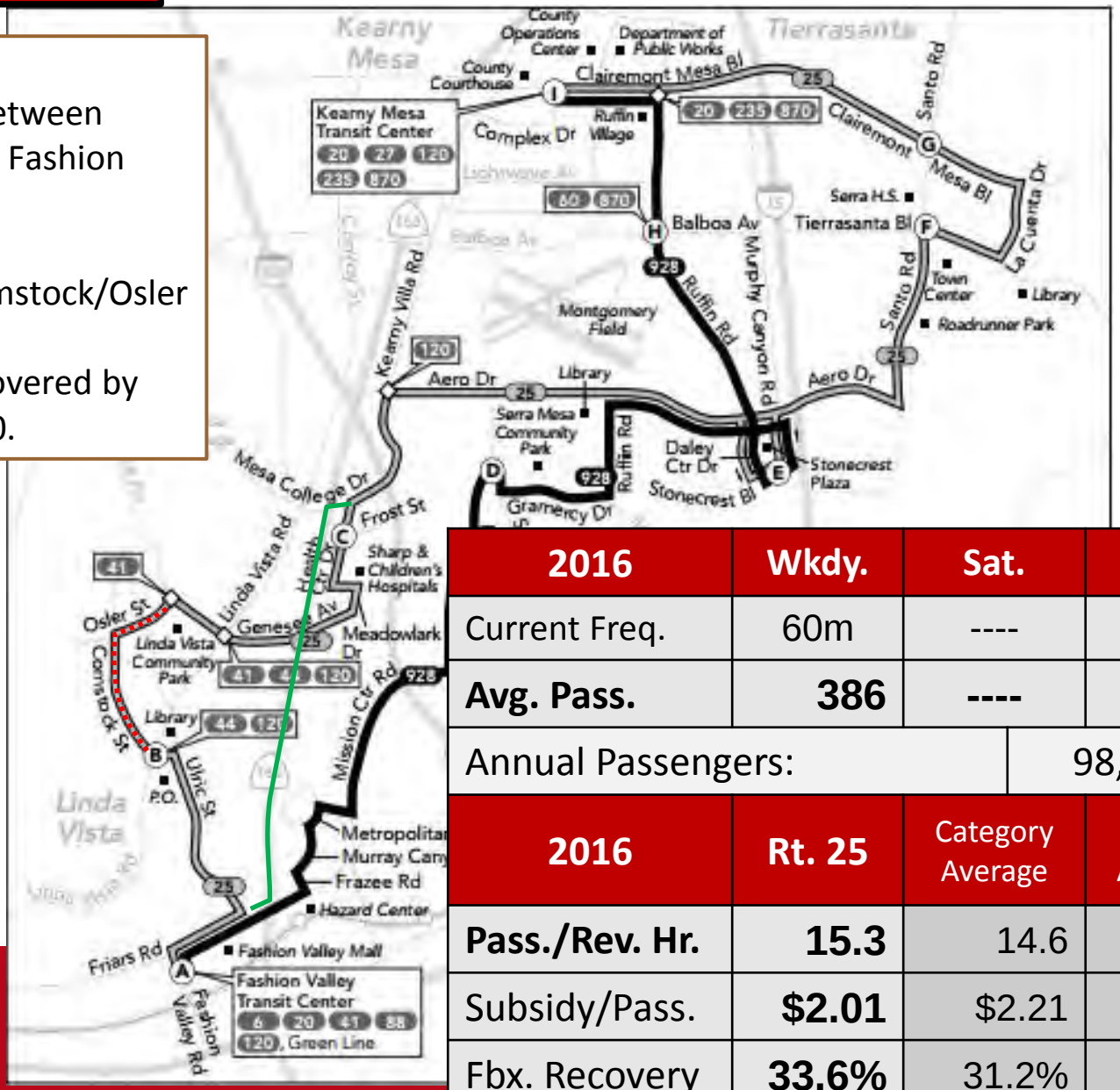
Route 25

Recommendation

- Streamline routing between Mesa College Dr. and Fashion Valley via Hwy. 163.

Impacts

- Loss of service to Comstock/Osler loop in Linda Vista.
- All other segments covered by Routes 41 and/or 120.



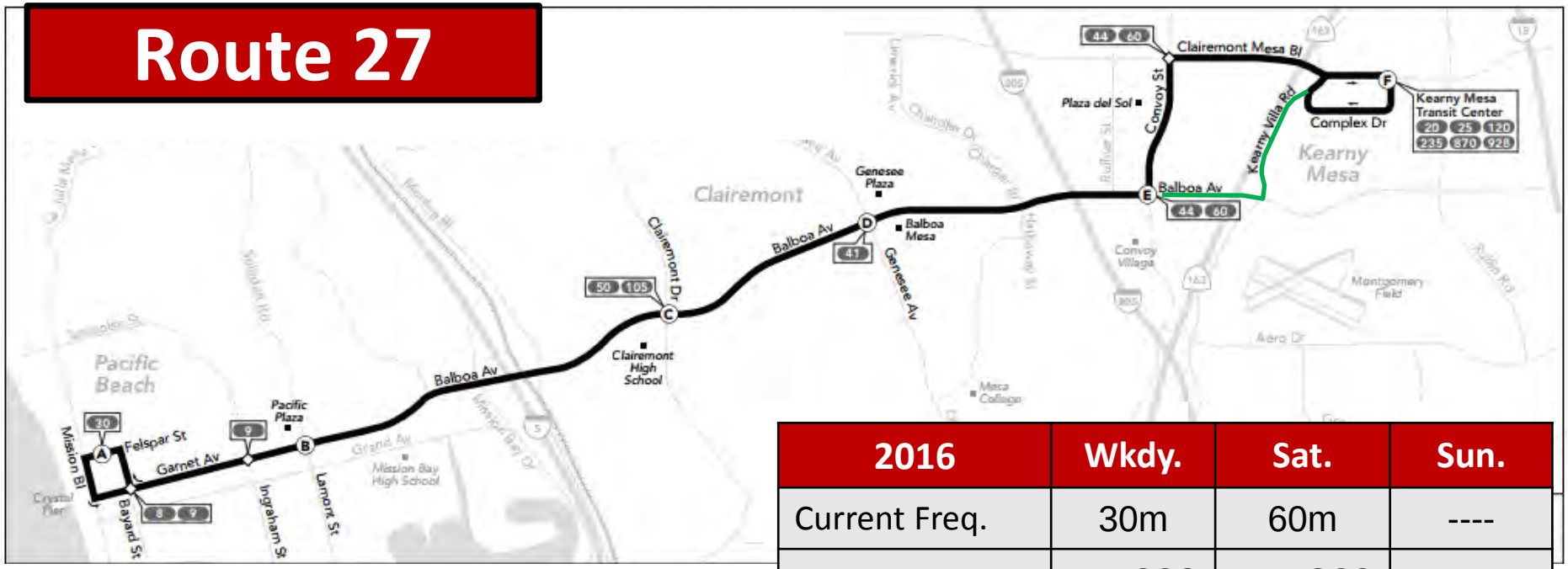
2016	Wkdy.	Sat.	Sun.
Current Freq.	60m	----	----
Avg. Pass.	**386**	**----**	**----**
Annual Passengers:			98,562

2016	Rt. 25	Category Average	All Bus Average
Pass./Rev. Hr.	**15.3**	14.6	28.8
Subsidy/Pass.	**$2.01**	$2.21	$1.90
Fbx. Recovery	**33.6%**	31.2%	35.2%

Weekday Ridership Route 25



Route 27



2016	Wkdy.	Sat.	Sun.
Current Freq.	30m	60m	----
Avg. Pass.	**999**	**360**	**----**
Annual Passengers:			274,651

2016	Rt. 27	Category Average	All Bus Average
Pass./Rev. Hr.	**17.8**	24.0	28.8
Subsidy/Pass.	**$2.03**	$1.64	$1.90
Fbx. Recovery	**34.0%**	38.9%	35.2%

Recommendation

- Shift route from Convoy St. to Kearny Villa Rd.
 - Faster service to/from KMTC
 - KMTC-Convoy covered by re-structured Rt. 44

Impacts

- Some trips may require transfer

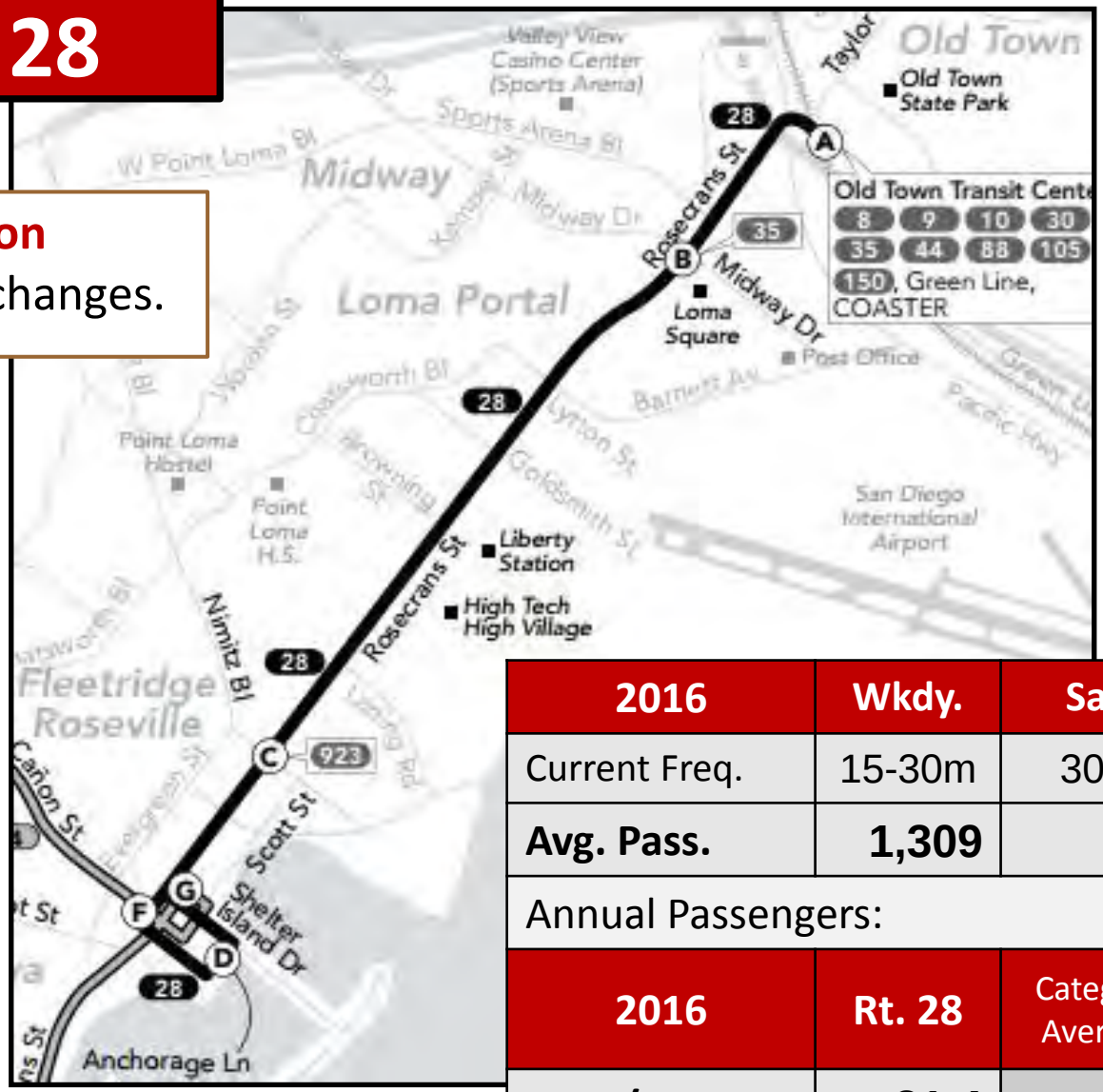
Weekday Ridership Route 27



Route 28

Recommendation

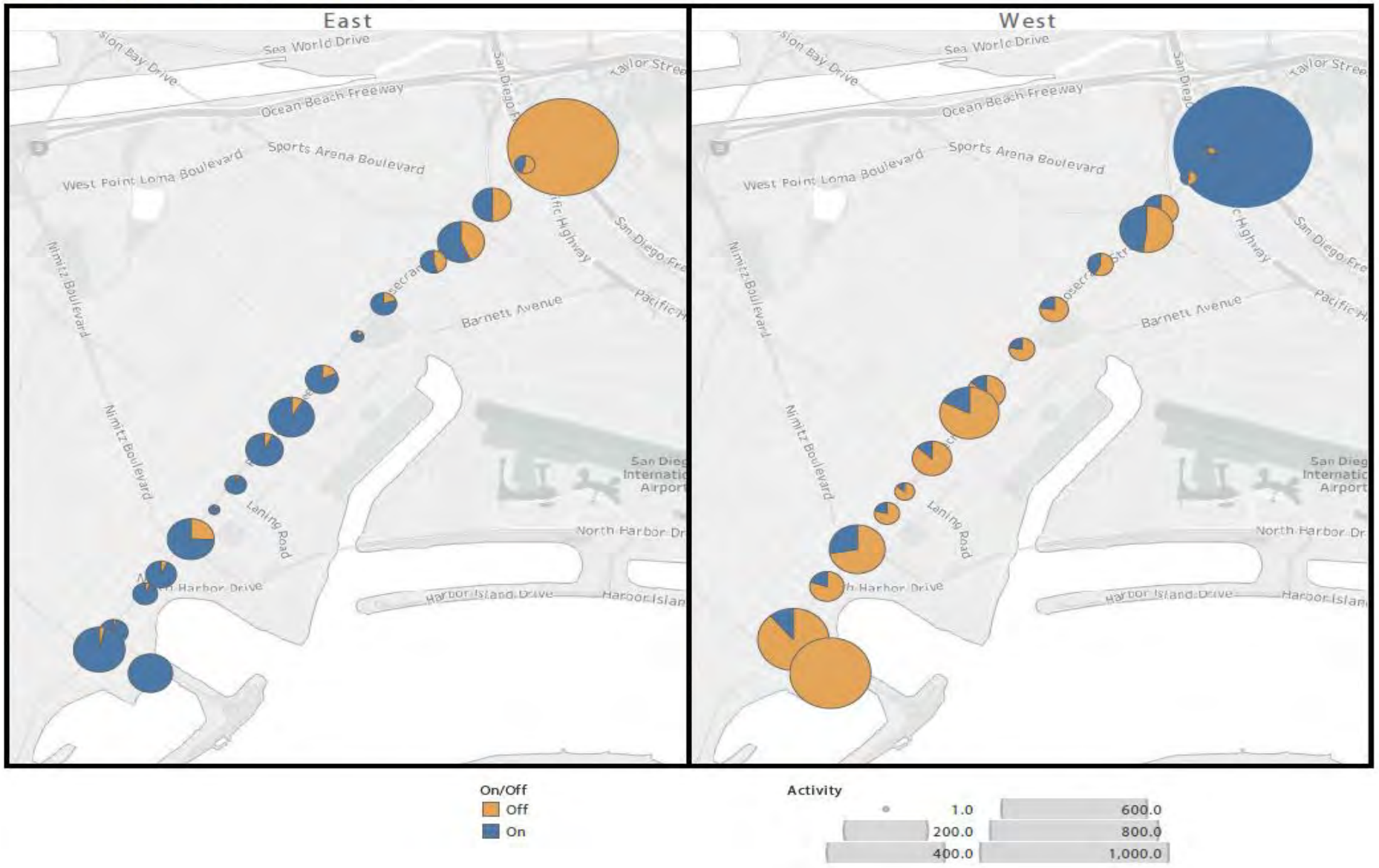
- No proposed changes.



2016	Wkdy.	Sat.	Sun.
Current Freq.	15-30m	30m	60m
Avg. Pass.	**1,309**	**770**	**421**
Annual Passengers:			400,630

2016	Rt. 28	Category Average	All Bus Average
Pass./Rev. Hr.	**31.4**	24.0	28.8
Subsidy/Pass.	**$0.34**	$1.64	$1.90
Fbx. Recovery	**75.4%**	38.9%	35.2%

Weekday Ridership Route 28



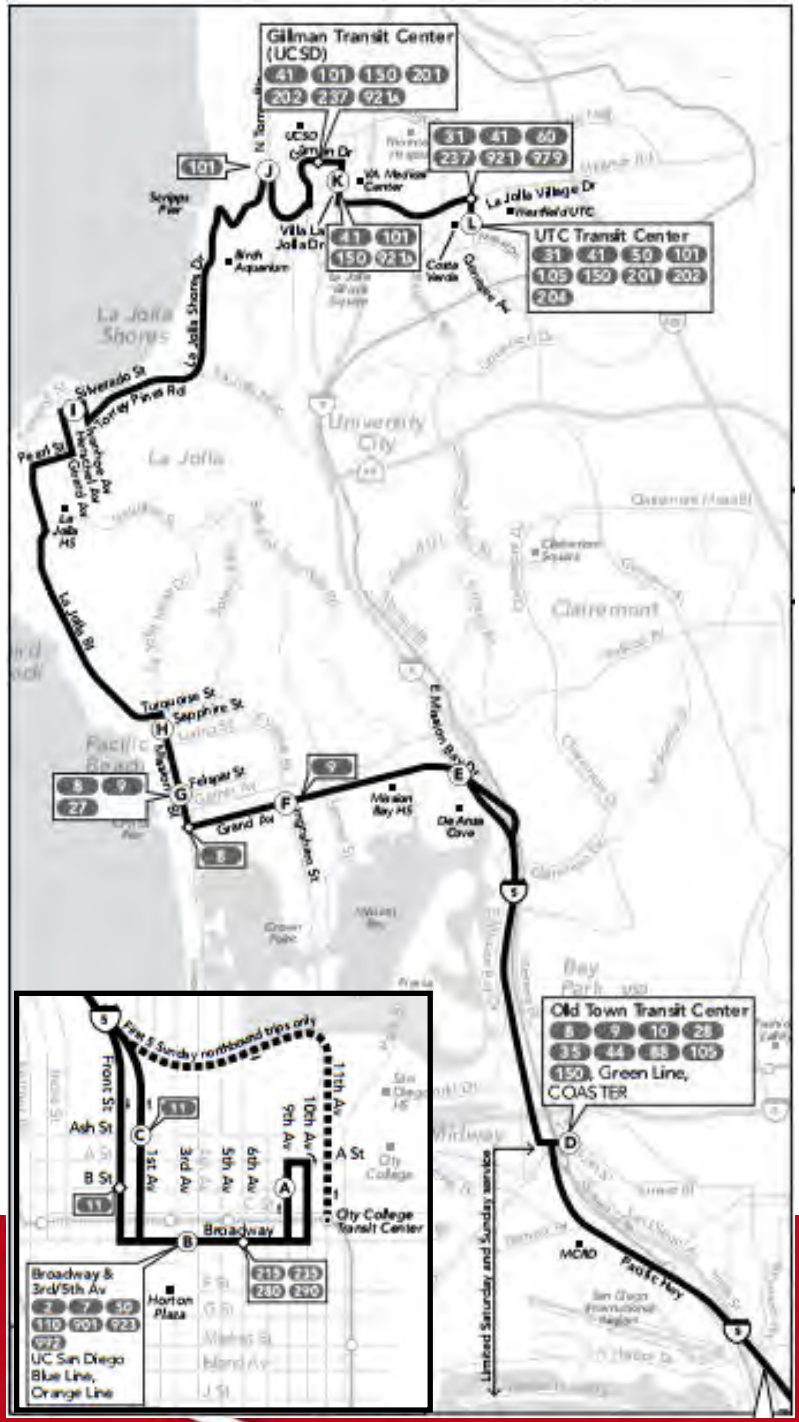
Route 30

Recommendation

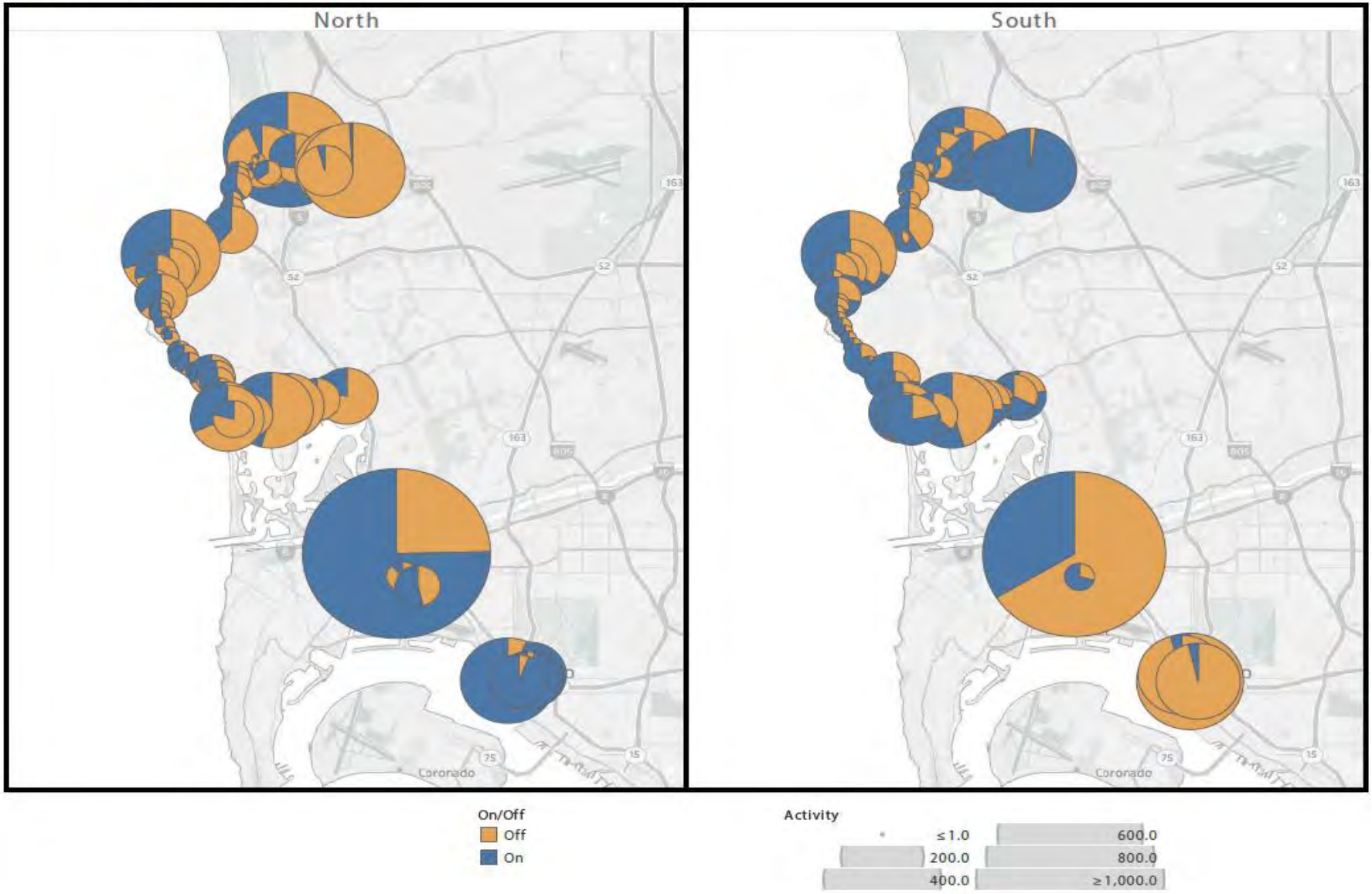
- No proposed changes.

2016	Wkdy.	Sat.	Sun.
Current Freq.	15m	15-30m	15-30m
Avg. Pass.	**5,367**	**3,135**	**2,696**
Annual Passengers:			1,701,618

2016	Rt. 30	Category Average	All Bus Average
Pass./Rev. Hr.	**23.9**	31.2	28.8
Subsidy/Pass.	**$3.71**	$1.76	$1.90
Fbx. Recovery	**21.7%**	36.5%	35.2%



Weekday Ridership Route 30



Route 31

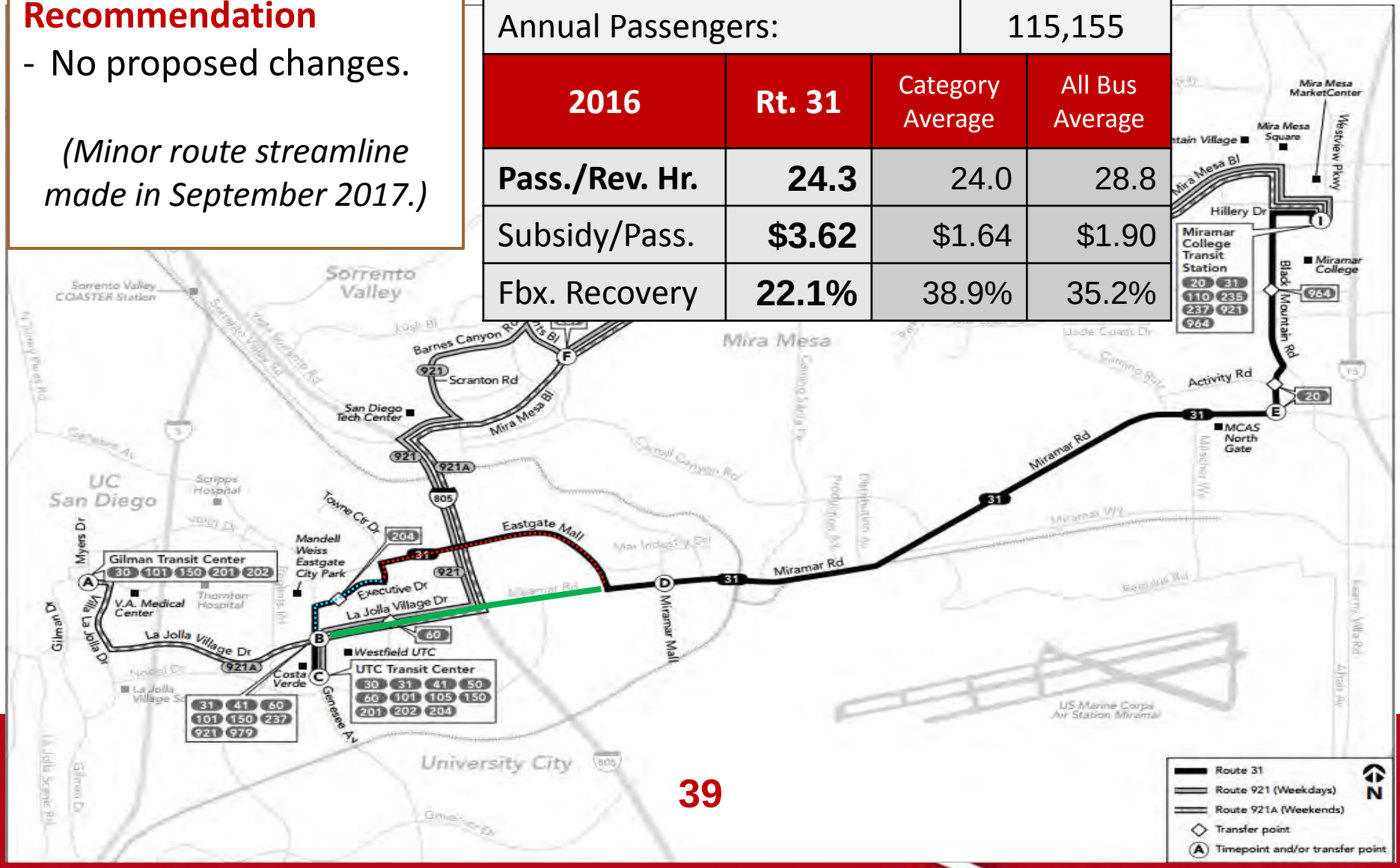
2016	Wkdy.	Sat.	Sun.
Current Freq.	30m	----	----
Avg. Pass.	**447**	**----**	**----**
Annual Passengers:			115,155

2016	Rt. 31	Category Average	All Bus Average
Pass./Rev. Hr.	**24.3**	24.0	28.8
Subsidy/Pass.	**$3.62**	$1.64	$1.90
Fbx. Recovery	**22.1%**	38.9%	35.2%

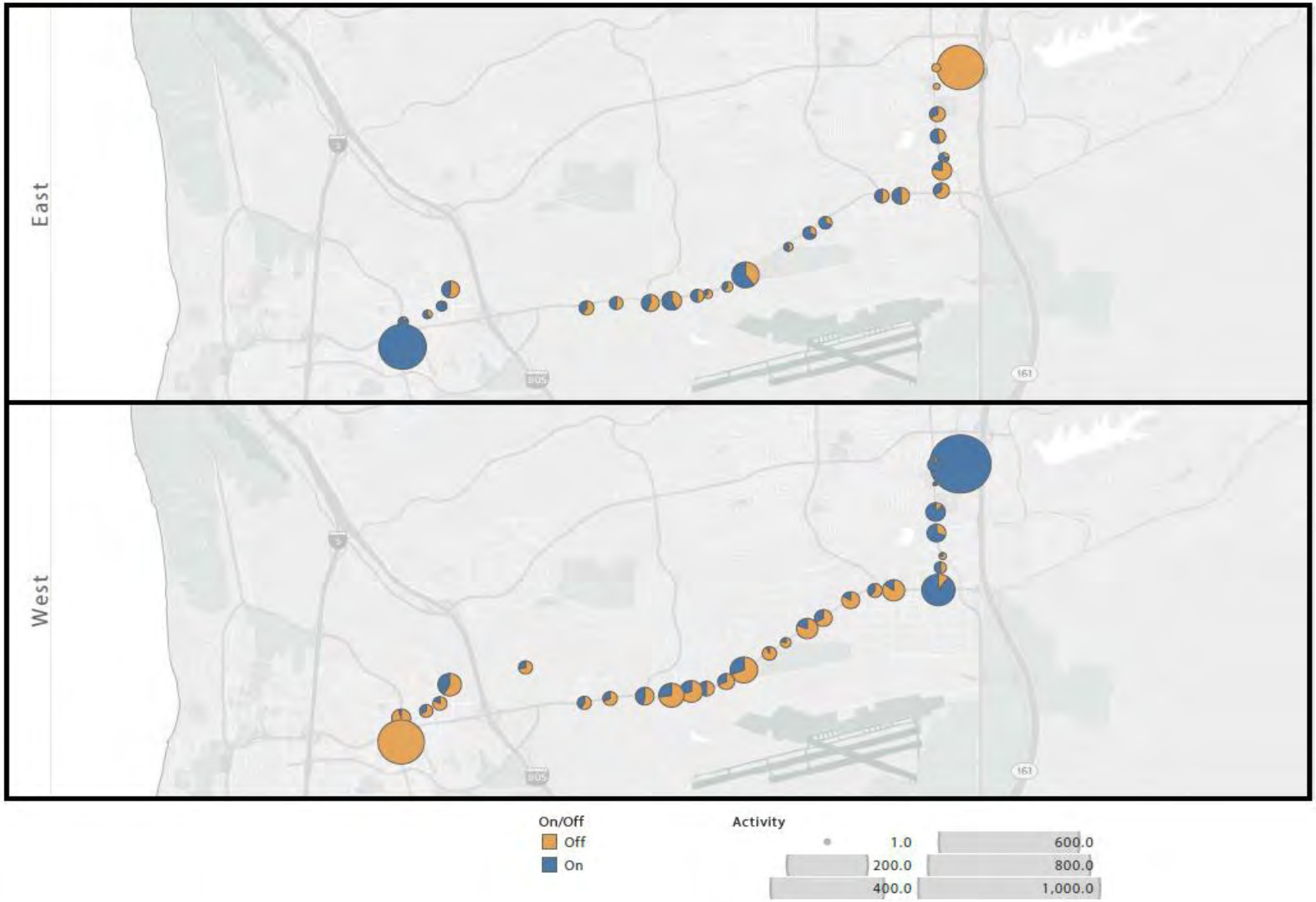
Recommendation

- No proposed changes.

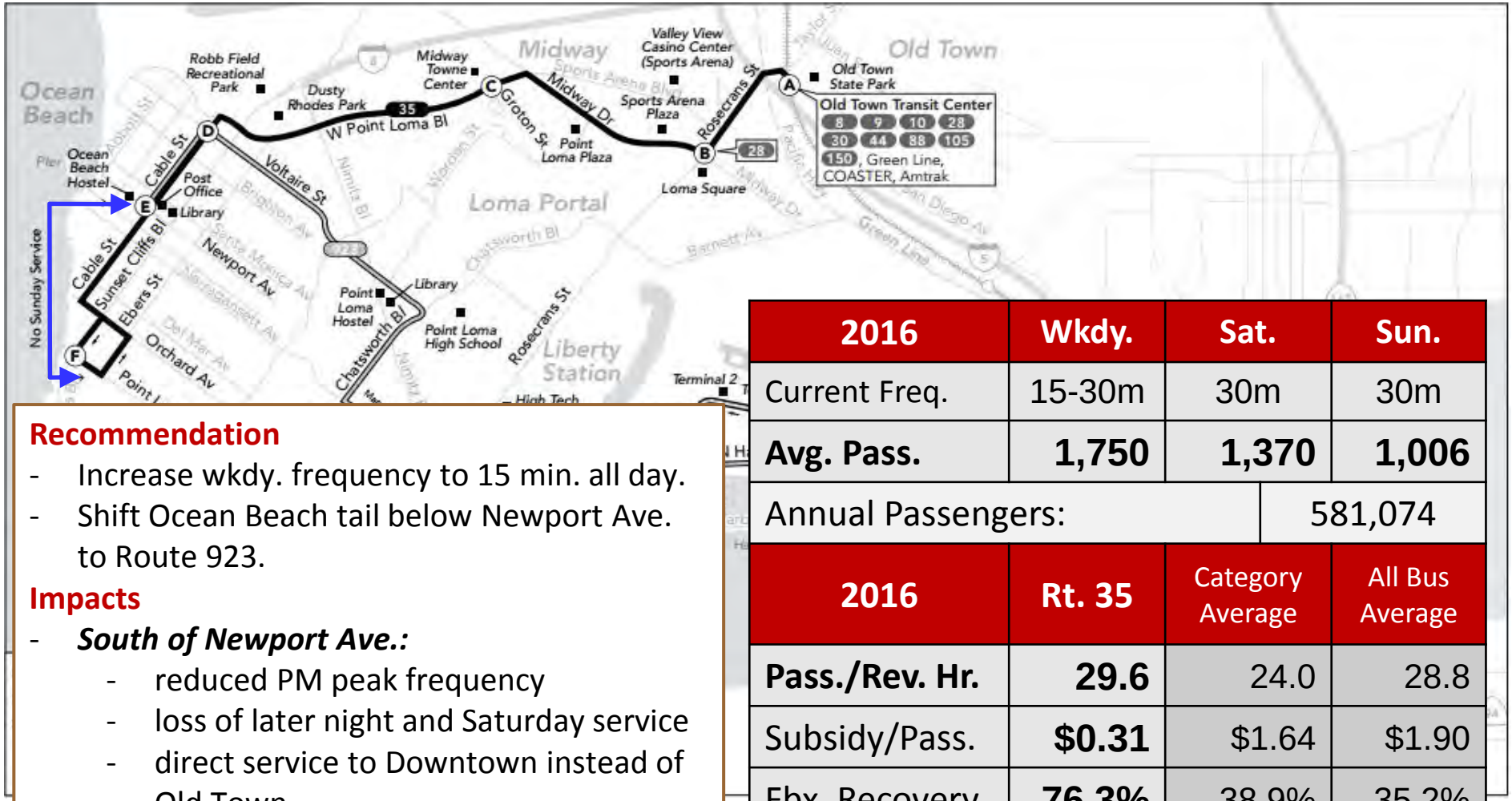
(Minor route streamline made in September 2017.)



Weekday Ridership Route 31



Route 35



Recommendation

- Increase wkdy. frequency to 15 min. all day.
- Shift Ocean Beach tail below Newport Ave. to Route 923.

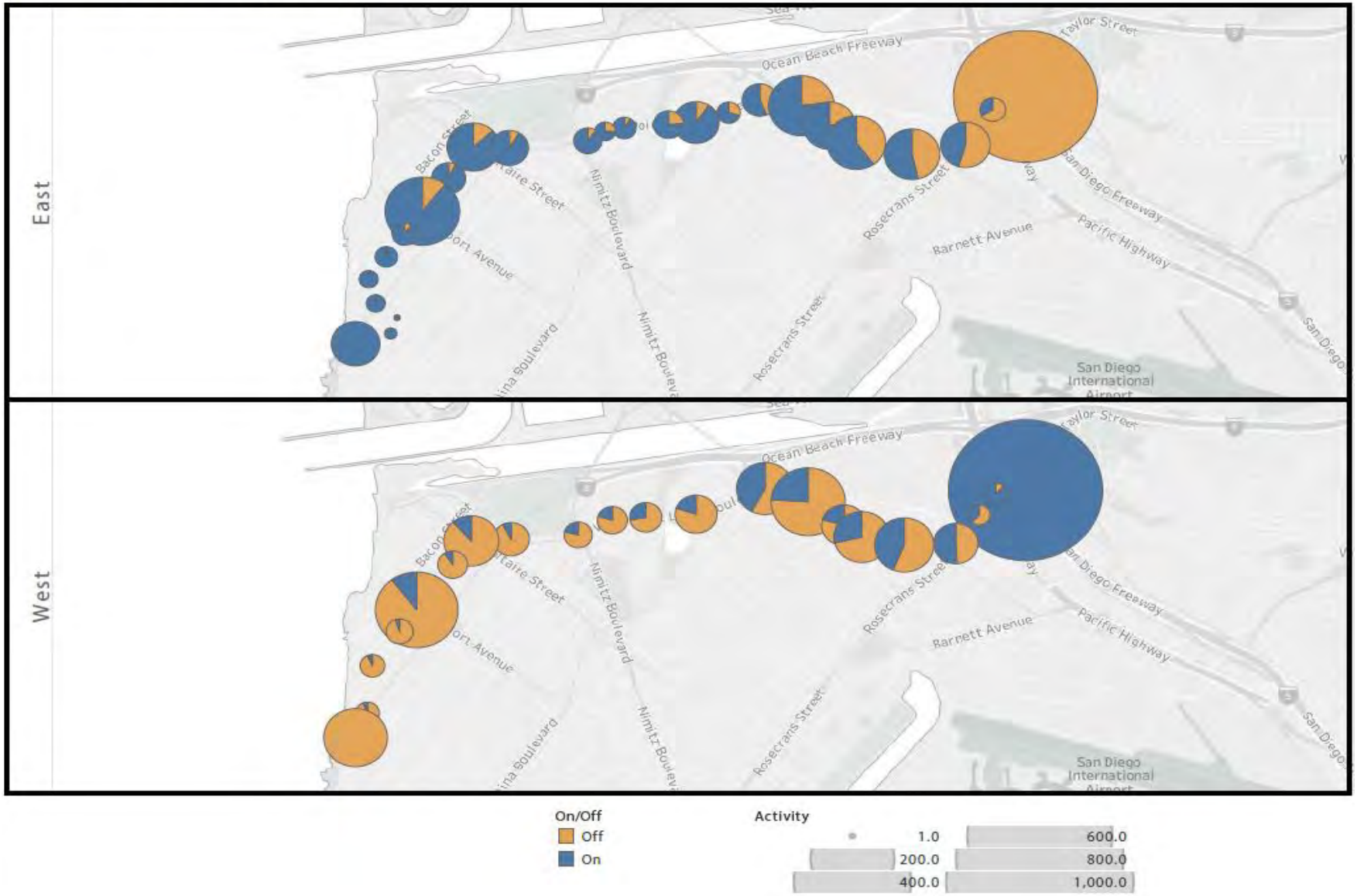
Impacts

- ***South of Newport Ave.:***
 - reduced PM peak frequency
 - loss of later night and Saturday service
 - direct service to Downtown instead of Old Town.

2016	Wkdy.	Sat.	Sun.
Current Freq.	15-30m	30m	30m
Avg. Pass.	**1,750**	**1,370**	**1,006**
Annual Passengers:			581,074

2016	Rt. 35	Category Average	All Bus Average
Pass./Rev. Hr.	**29.6**	24.0	28.8
Subsidy/Pass.	**$0.31**	$1.64	$1.90
Fbx. Recovery	**76.3%**	38.9%	35.2%

Weekday Ridership Route 35



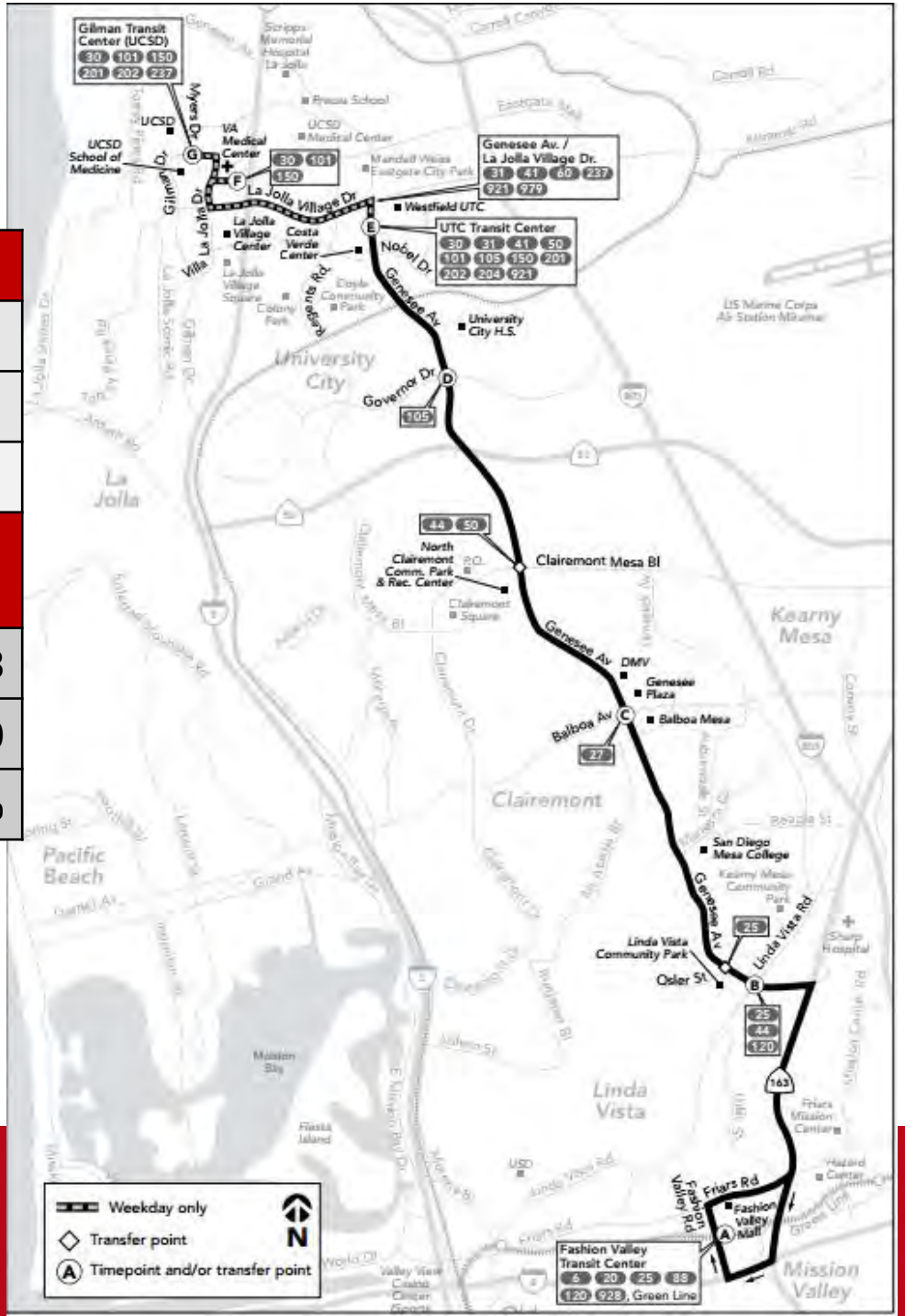
Route 41

2016	Wkdy.	Sat.	Sun.
Current Freq.	8-15m	30m	30m
Avg. Pass.	**4,426**	**1,739**	**1,417**
Annual Passengers:		1,307,940	

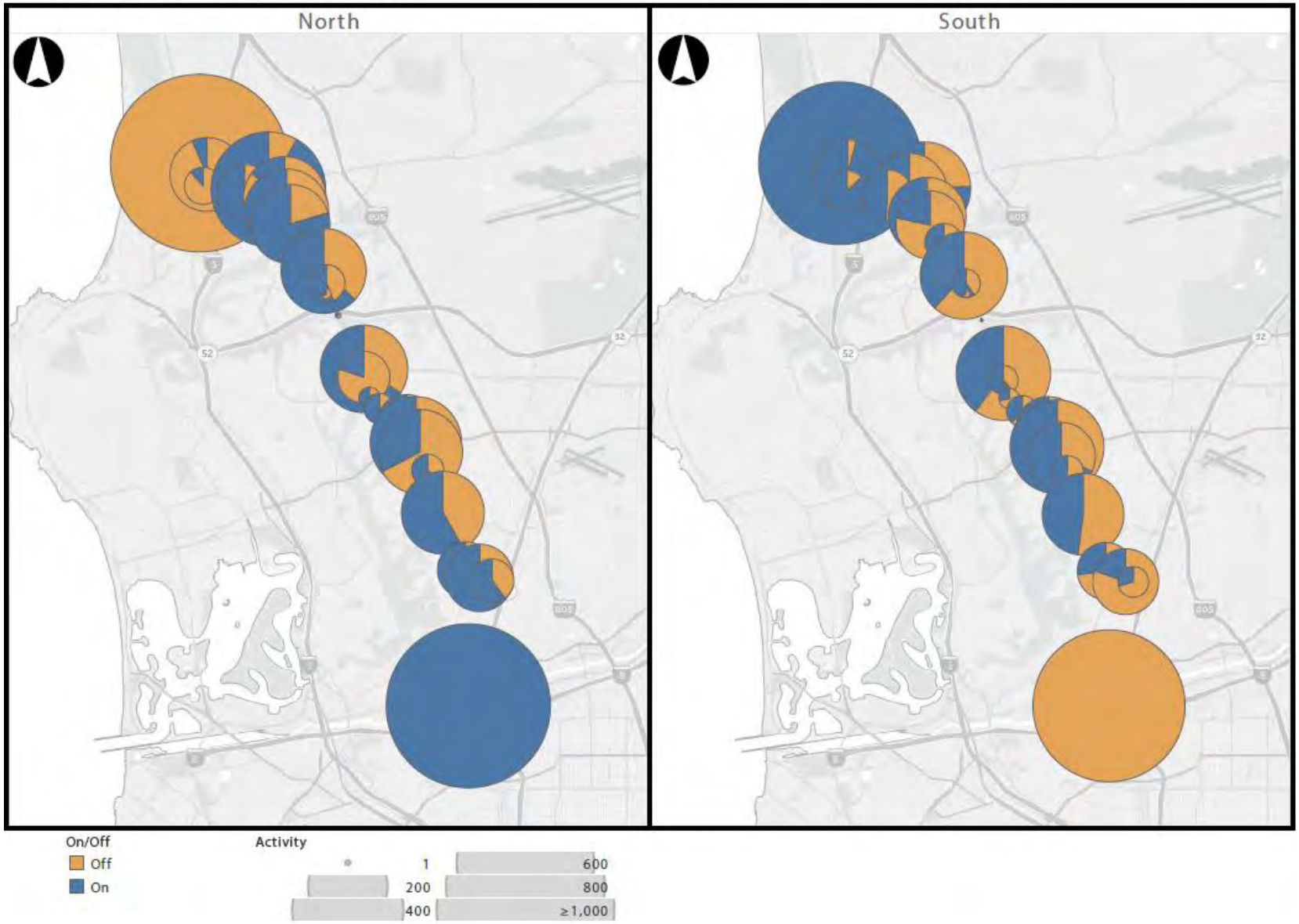
2016	Rt. 41	Category Average	All Bus Average
Pass./Rev. Hr.	**36.0**	31.2	28.8
Subsidy/Pass.	**$2.12**	$1.76	$1.90
Fbx. Recovery	**32.7%**	36.5%	35.2%

Recommendation

- No proposed changes.



Weekday Ridership Route 41



Route 44

Recommendation

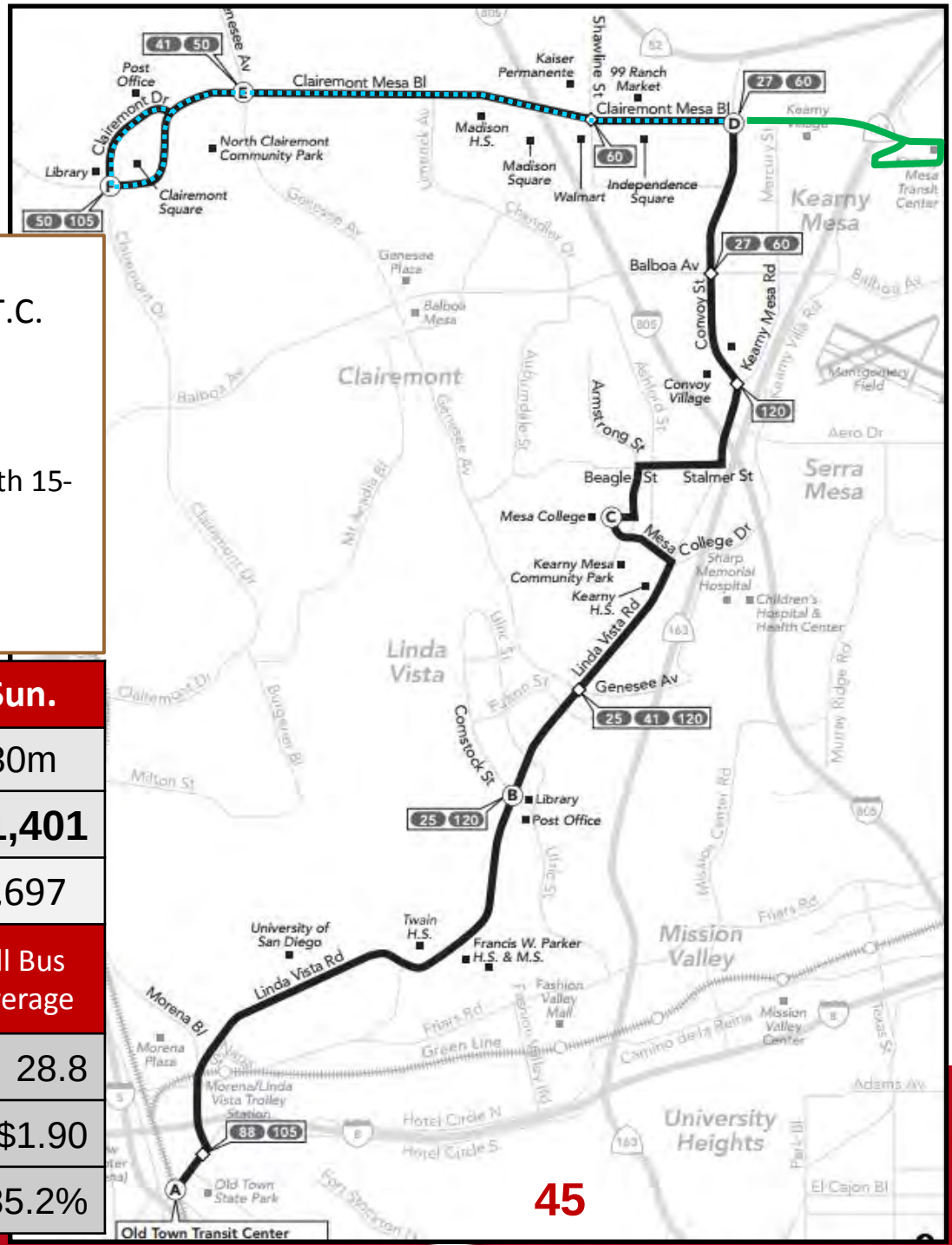
- Restructure route to serve Kearny Mesa T.C. (via Clairemont Mesa Blvd.) instead of Clairemont Square.
 - Route 105 replaces Route 44 service along Clairemont Mesa Blvd. west of Convoy St. with 15-minute frequency overlay.

Impacts

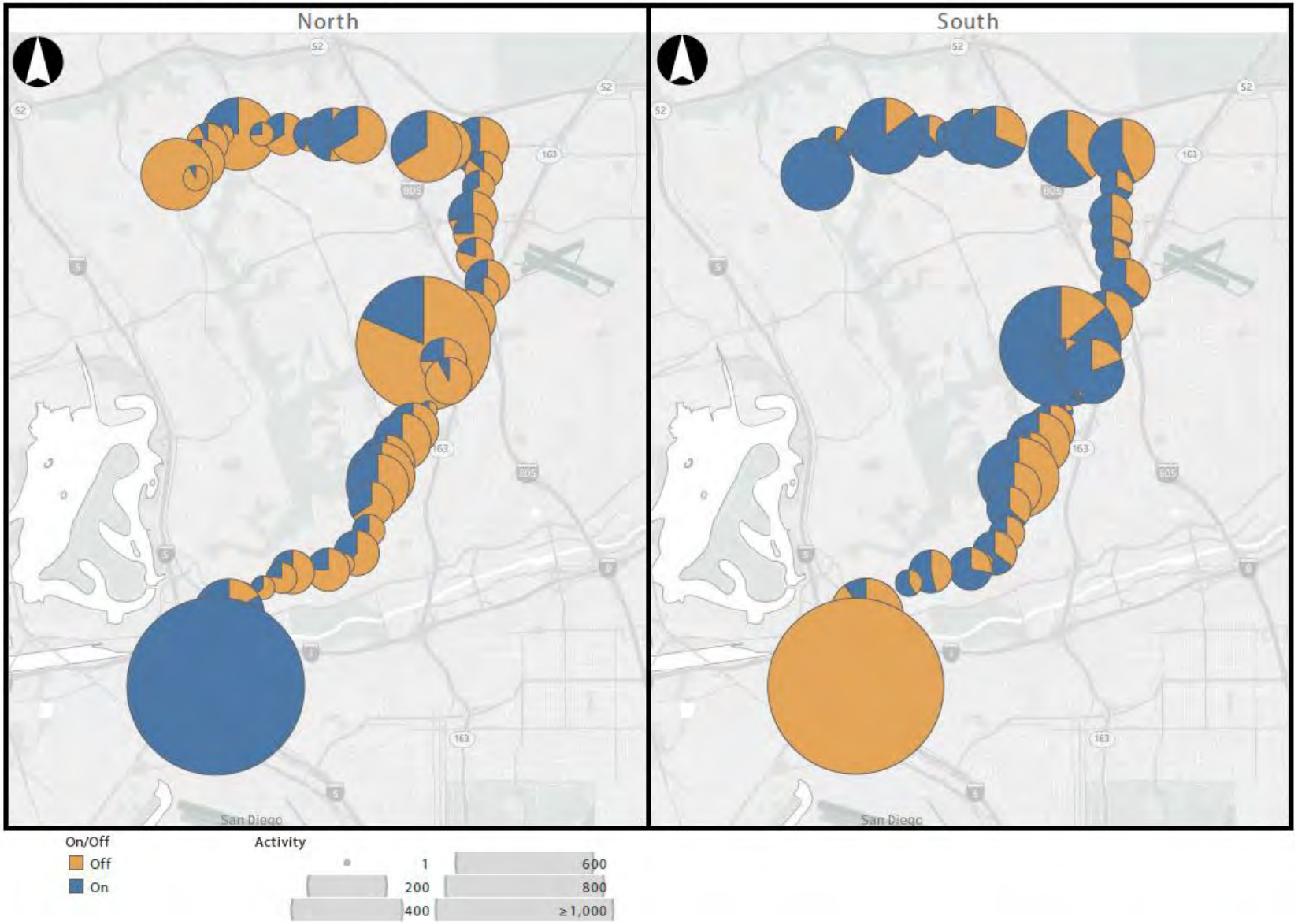
- Some trips would now require a transfer.

2016	Wkdy.	Sat.	Sun.
Current Freq.	8-15m	30m	30m
Avg. Pass.	**4,074**	**2,110**	**1,401**
Annual Passengers:			1,237,697

2016	Rt. 44	Category Average	All Bus Average
Pass./Rev. Hr.	**32.7**	31.2	28.8
Subsidy/Pass.	**$2.44**	$1.76	$1.90
Fbx. Recovery	**29.5%**	36.5%	35.2%



Weekday Ridership Route 44



Route 50

Recommendation

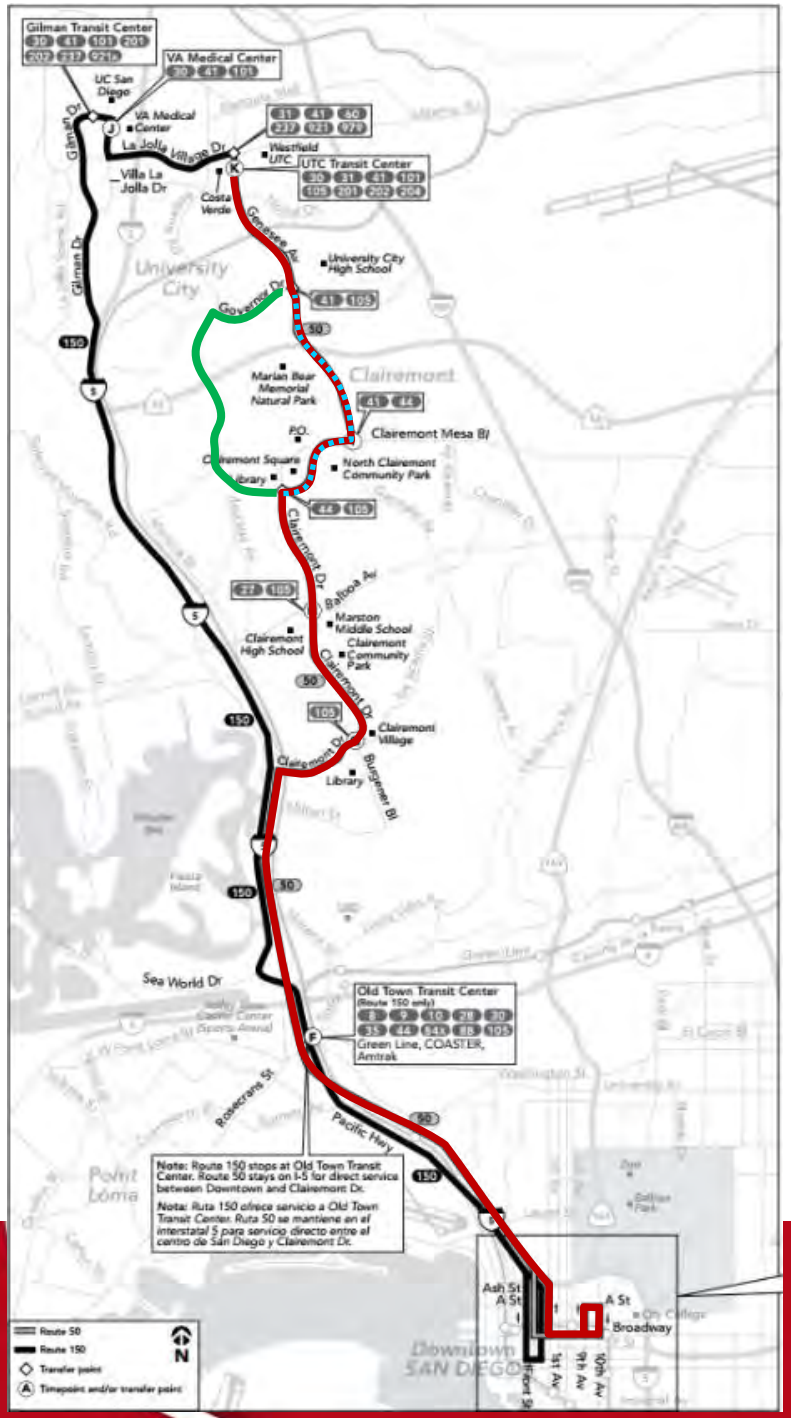
- Shift routing to northern Clairemont Mesa Blvd./southern Regents Rd. instead of Genesee Ave.
- Discontinue midday service (operate peaks only).

Impacts

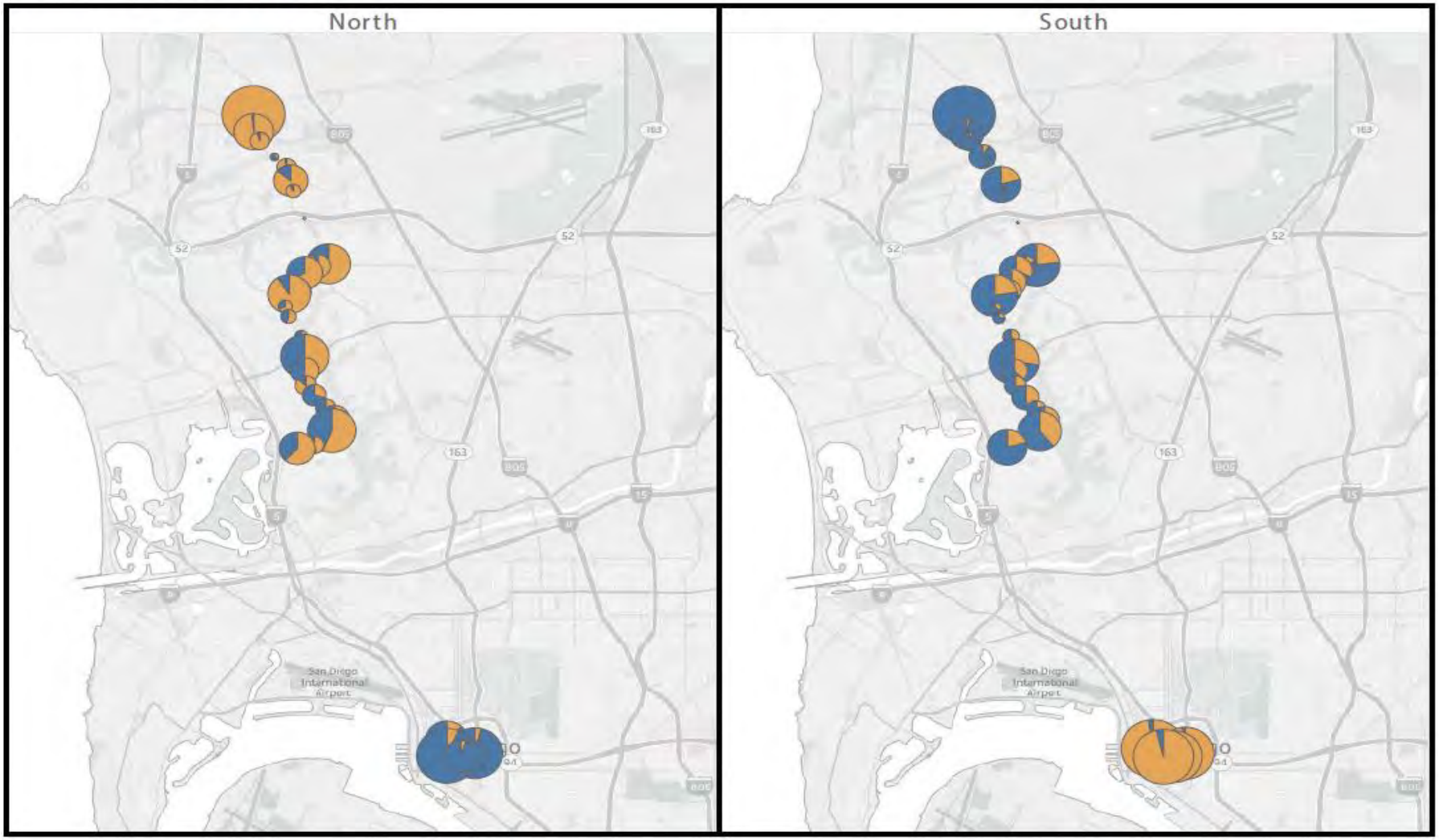
- Loss of midday express service between Clairemont and Downtown.

2016	Wkdy.	Sat.	Sun.
Current Freq.	15-60m	----	----
Avg. Pass.	**954**	**-----**	**-----**
Annual Passengers:		245,983	

2016	Rt. 50	Category Average	All Bus Average
Pass./Rev. Hr.	**21.2**	25.6	28.8
Subsidy/Pass.	**$4.31**	$3.39	$1.90
Fbx. Recovery	**19.1%**	22.9%	35.2%



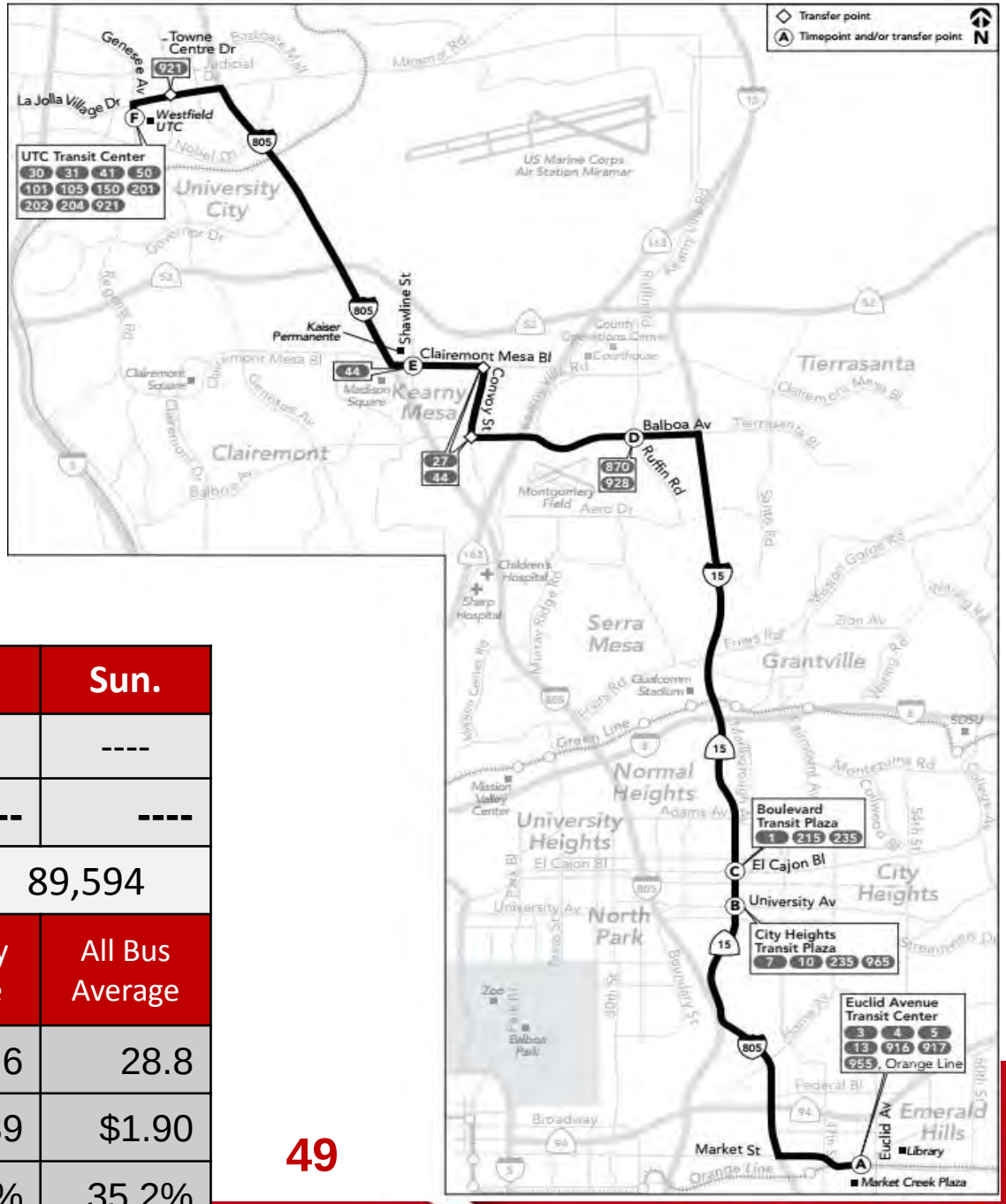
Weekday Ridership Route 50



Route 60

Recommendation

- No proposed changes.



2016	Wkdy.	Sat.	Sun.
Current Freq.	15-30m	----	----
Avg. Pass.	**351**	**----**	**----**
Annual Passengers:		89,594	

2016	Rt. 60	Category Average	All Bus Average
Pass./Rev. Hr.	**30.1**	25.6	28.8
Subsidy/Pass.	**$2.75**	$3.39	$1.90
Fbx. Recovery	**26.9%**	22.9%	35.2%

Weekday Ridership Route 60



Route 83

2016	Wkdy.	Sat.	Sun.
Current Freq.	60m	----	----
Avg. Pass.	**128**	**----**	**----**
Annual Passengers:		32,839	

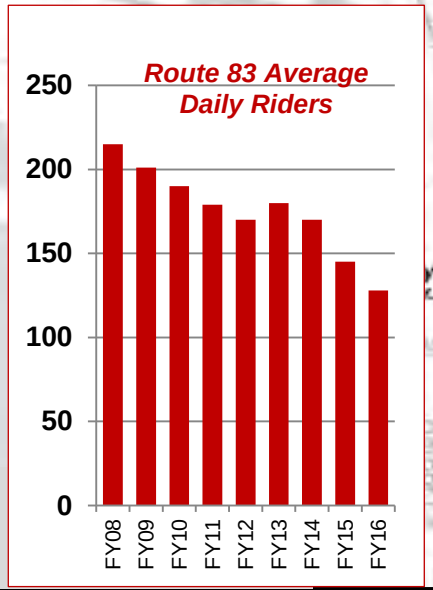
2016	Rt. 83	Category Average	All Bus Average
Pass./Rev. Hr.	**10.1**	14.6	28.8
Subsidy/Pass.	**$3.59**	$2.21	$1.90
Fbx. Recovery	**22.2%**	31.2%	35.2%

Recommendation

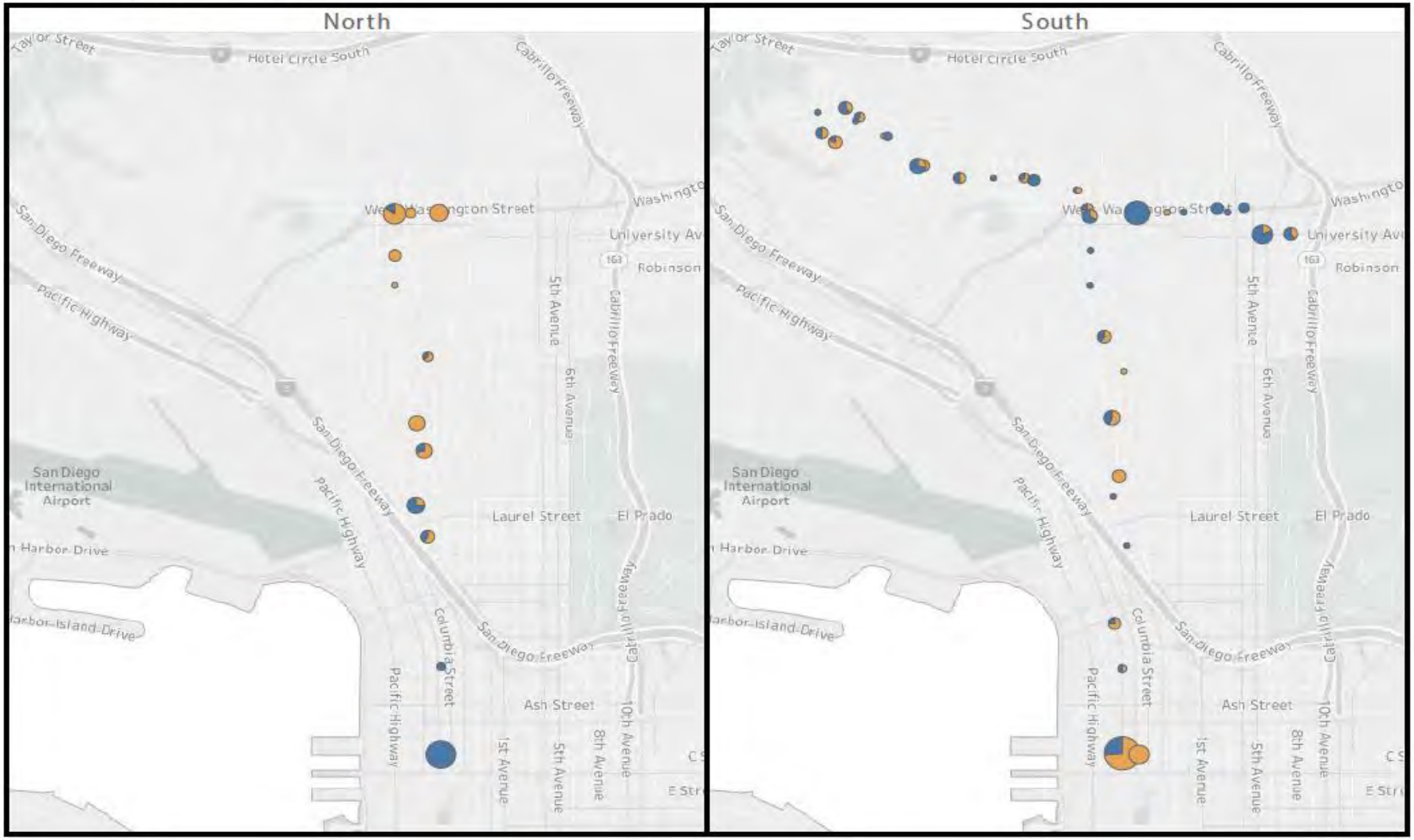
- Streamline route by discontinuing service along Washington St. and in Hillcrest.
- Shift northern end of route to Sunset Blvd. with new terminal at Old Town.
- Retain service only middays (approx. 8am-3pm).

Impacts

- Loss of peak hour service, connections in Hillcrest, and service to Fort Stockton Dr. in NW Mission Hills.



Weekday Ridership Route 83



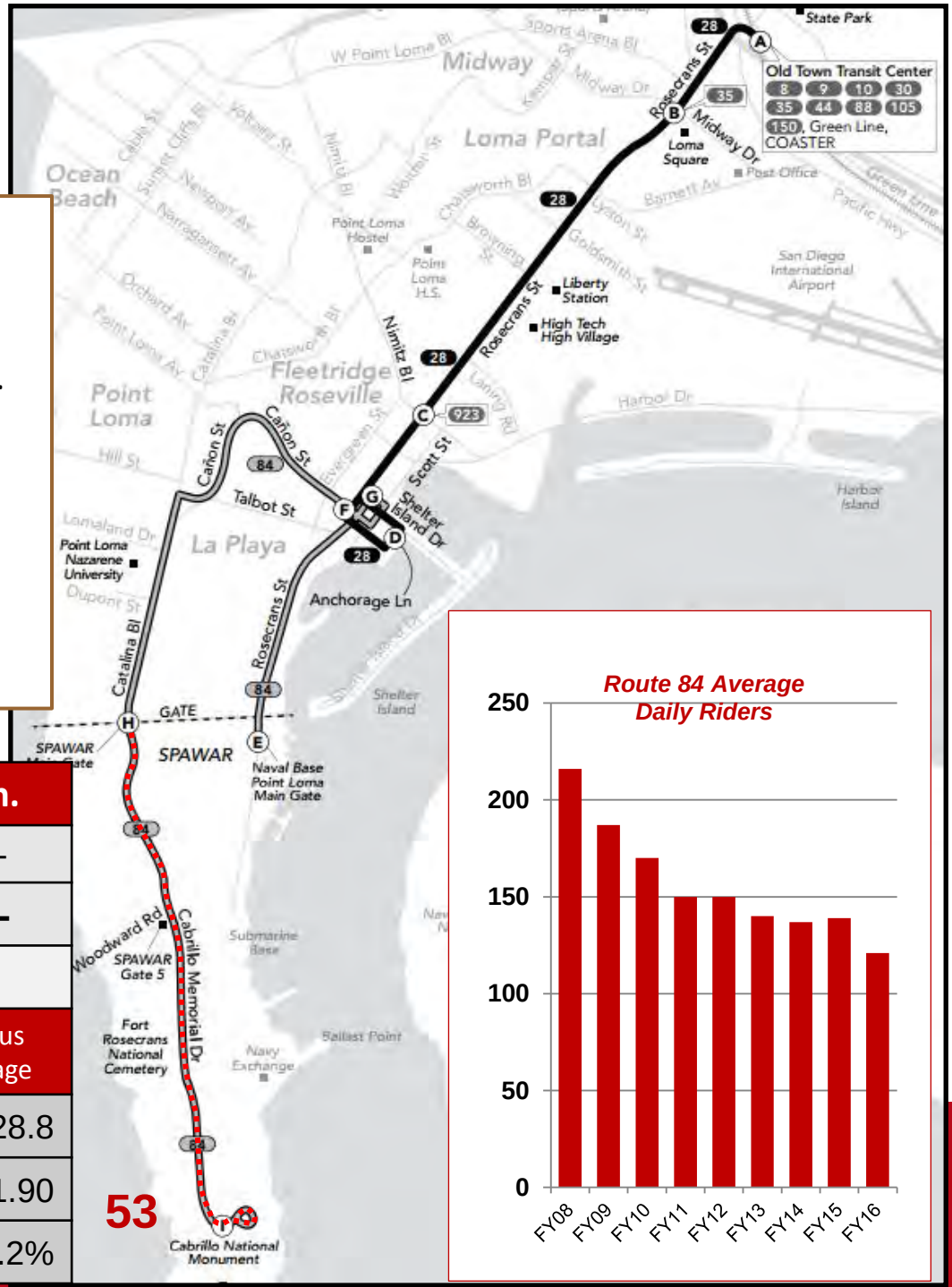
Route 84

Recommendation

Retain service on just two round trips during each peak period between Old Town, SPAWAR Main Gate, and Naval Base Pt. Loma Main Gate.

Impacts

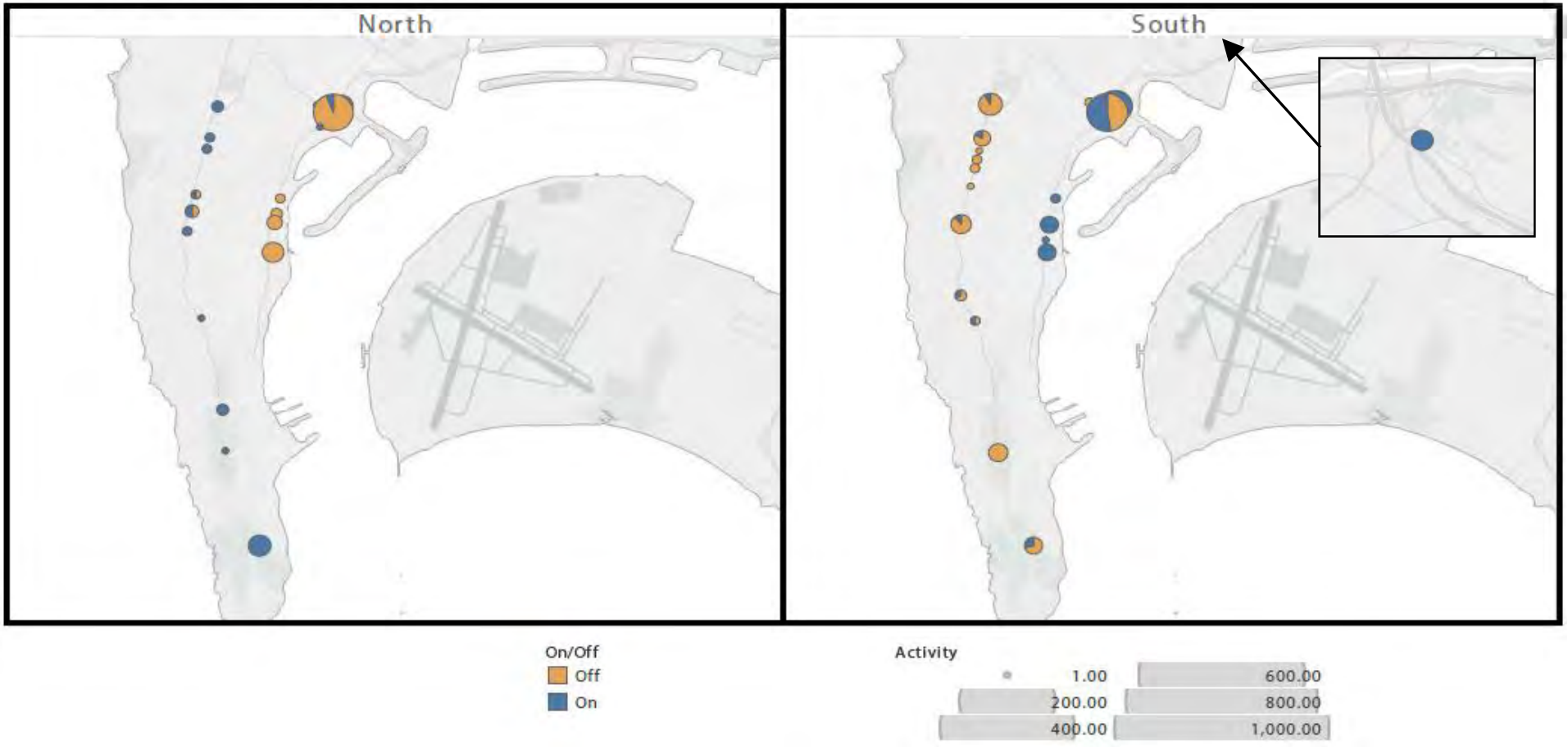
- Loss of midday service.
- No service to Cabrillo Monument.
- Reduction in ADA service area.



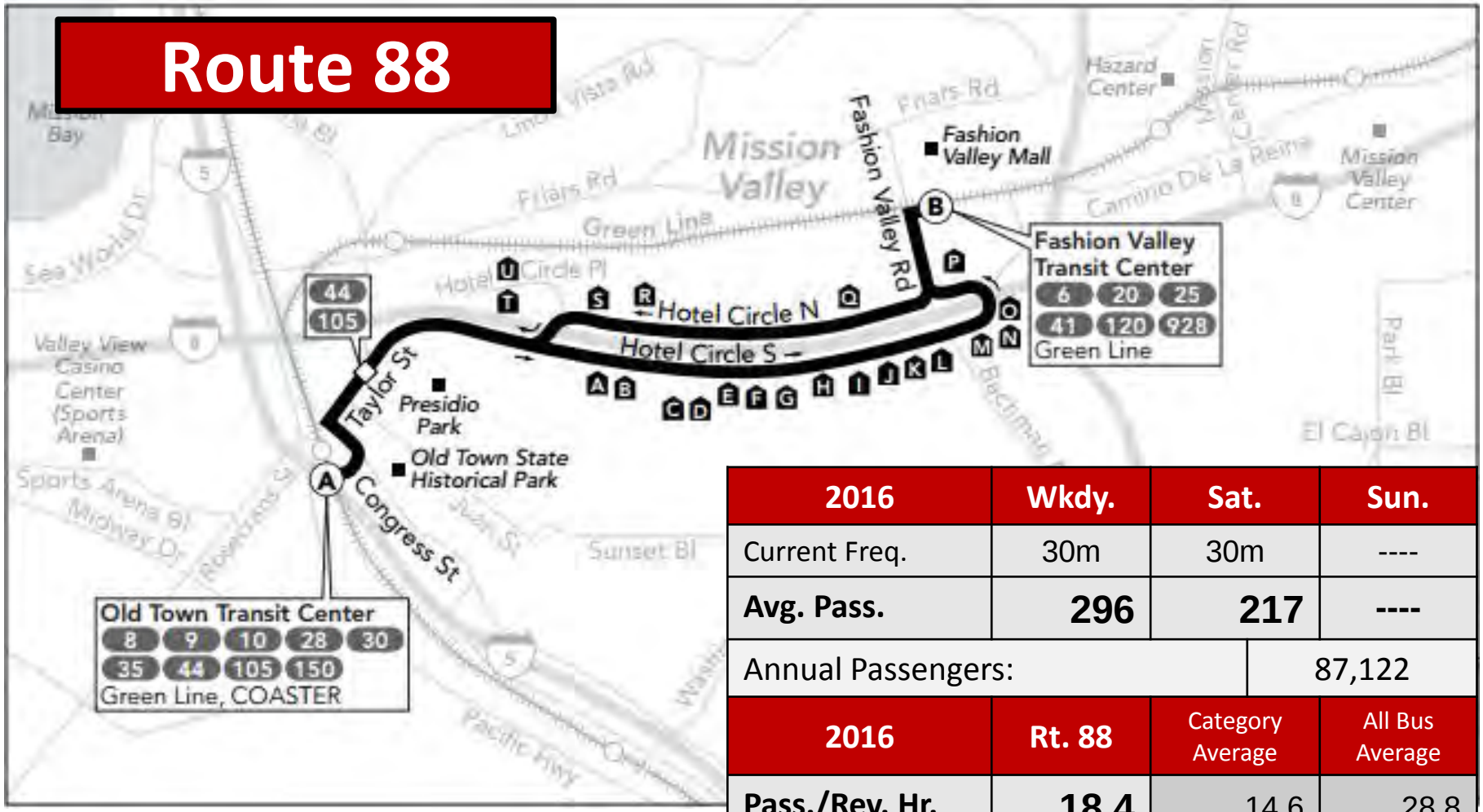
2016	Wkdy.	Sat.	Sun.
Current Freq.	60m	----	----
Avg. Pass.	**119**	**----**	**----**
Annual Passengers:		30,415	

2016	Rt. 84	Category Average	All Bus Average
Pass./Rev. Hr.	**10.1**	14.6	28.8
Subsidy/Pass.	**$3.66**	$2.21	$1.90
Fbx. Recovery	**20.4%**	31.2%	35.2%

Weekday Ridership Route 84



Route 88



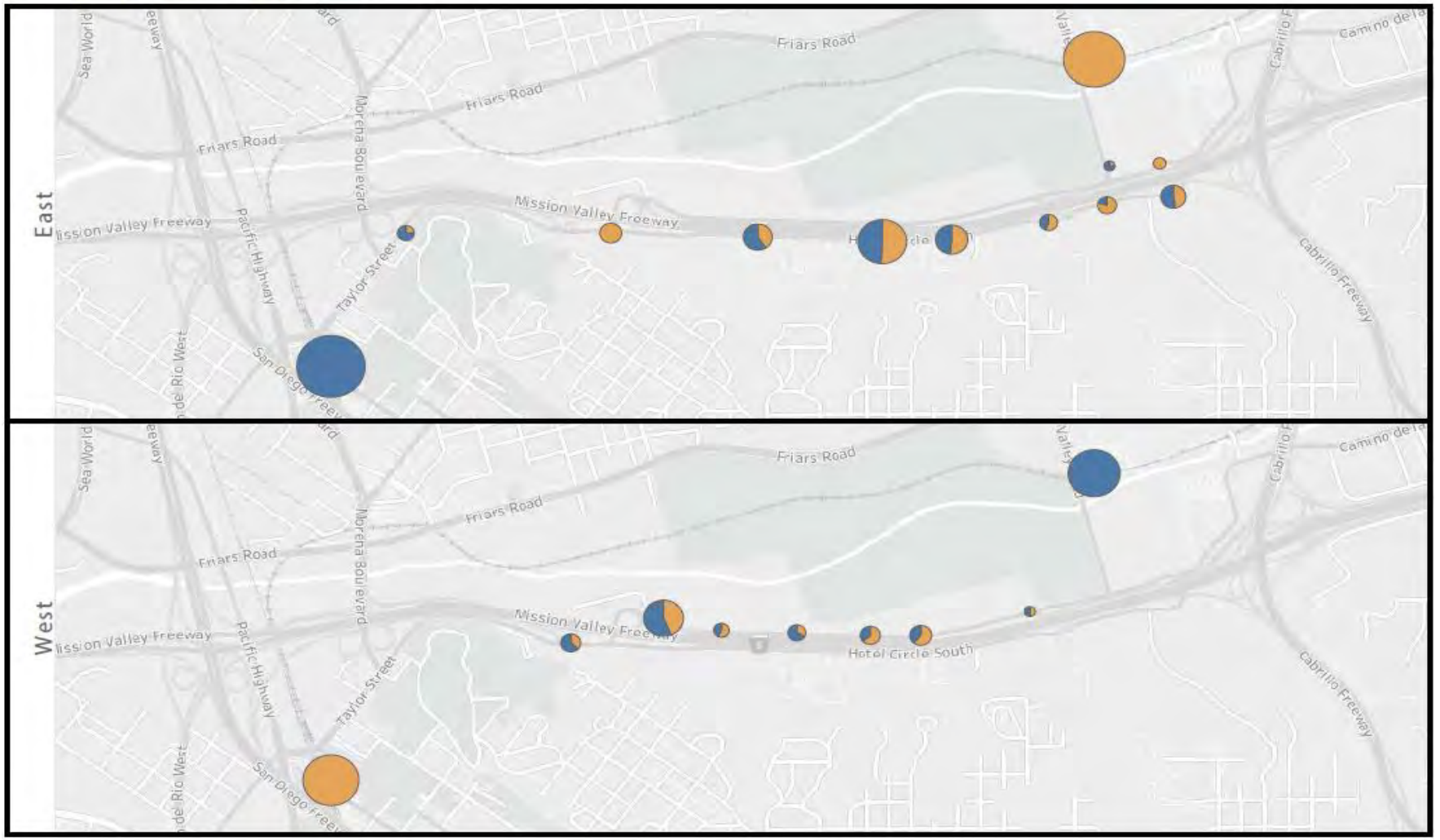
2016	Wkdy.	Sat.	Sun.
Current Freq.	30m	30m	----
Avg. Pass.	**296**	**217**	**----**
Annual Passengers:			87,122

2016	Rt. 88	Category Average	All Bus Average
Pass./Rev. Hr.	**18.4**	14.6	28.8
Subsidy/Pass.	**$1.60**	$2.21	$1.90
Fbx. Recovery	**36.4%**	31.2%	35.2%

Recommendation

- No proposed changes.

Weekday Ridership Route 88



Route 105

Recommendation

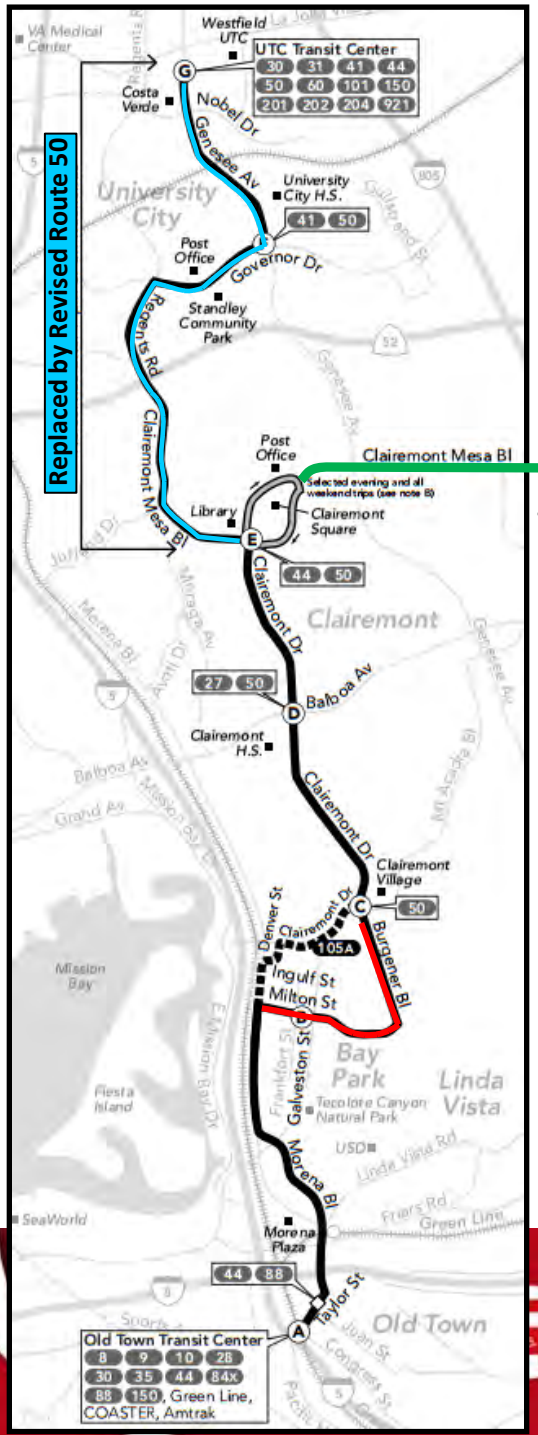
- Restructure route to serve Kearny Mesa T.C. (via Clairemont Mesa Blvd.) instead of UTC.
 - Route 50 replaces Route 105 to UTC during weekday peak hours
 - Route 105 replaces Route 44 service along Clairemont Mesa Blvd. with 15-minute frequency overlay.
- Shift routing from Milton/Burgener to Denver/Ingulf

Impacts

- Loss of weekday midday service along Governor Dr., northern Clairemont Mesa Blvd.
- Loss of service on Milton St. & Burgener Blvd.
- Through trips to/from UTC require transfer.

2016	Wkdy.	Sat.	Sun.
Current Freq.	30m	60m	60m
Avg. Pass.	**1,205**	**546**	**372**
Annual Passengers:		359,151	

2016	Rt. 105	Category Average	All Bus Average
Pass./Rev. Hr.	**23.6**	24.0	28.8
Subsidy/Pass.	**$3.78**	$1.64	$1.90
Fbx. Recovery	**21.3%**	38.9%	35.2%



Weekday Ridership Route 105



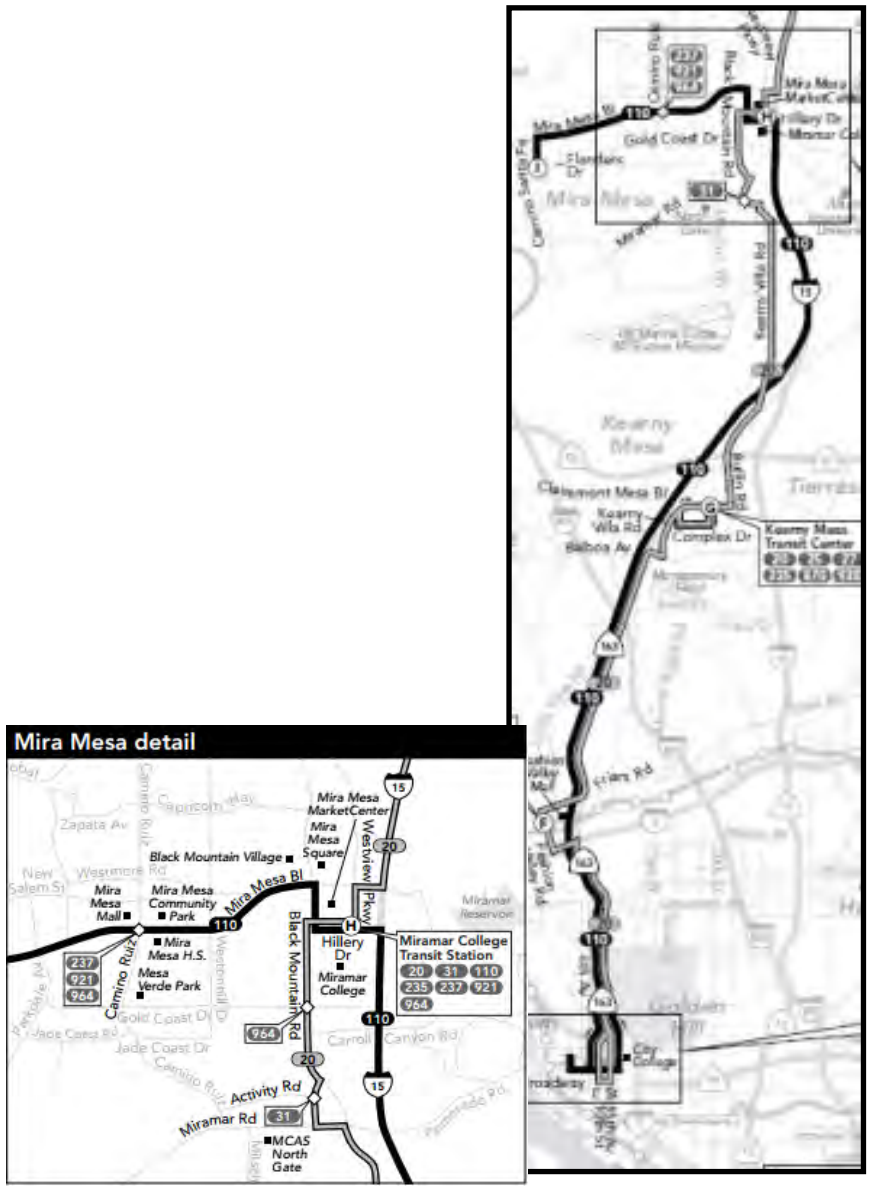
Route 110

2016/2017	Wkdy.	Sat.	Sun.
Current Freq.	20-30m	----	----
Avg. Pass.	**212**	**----**	**----**
Annual Passengers:		54,320	

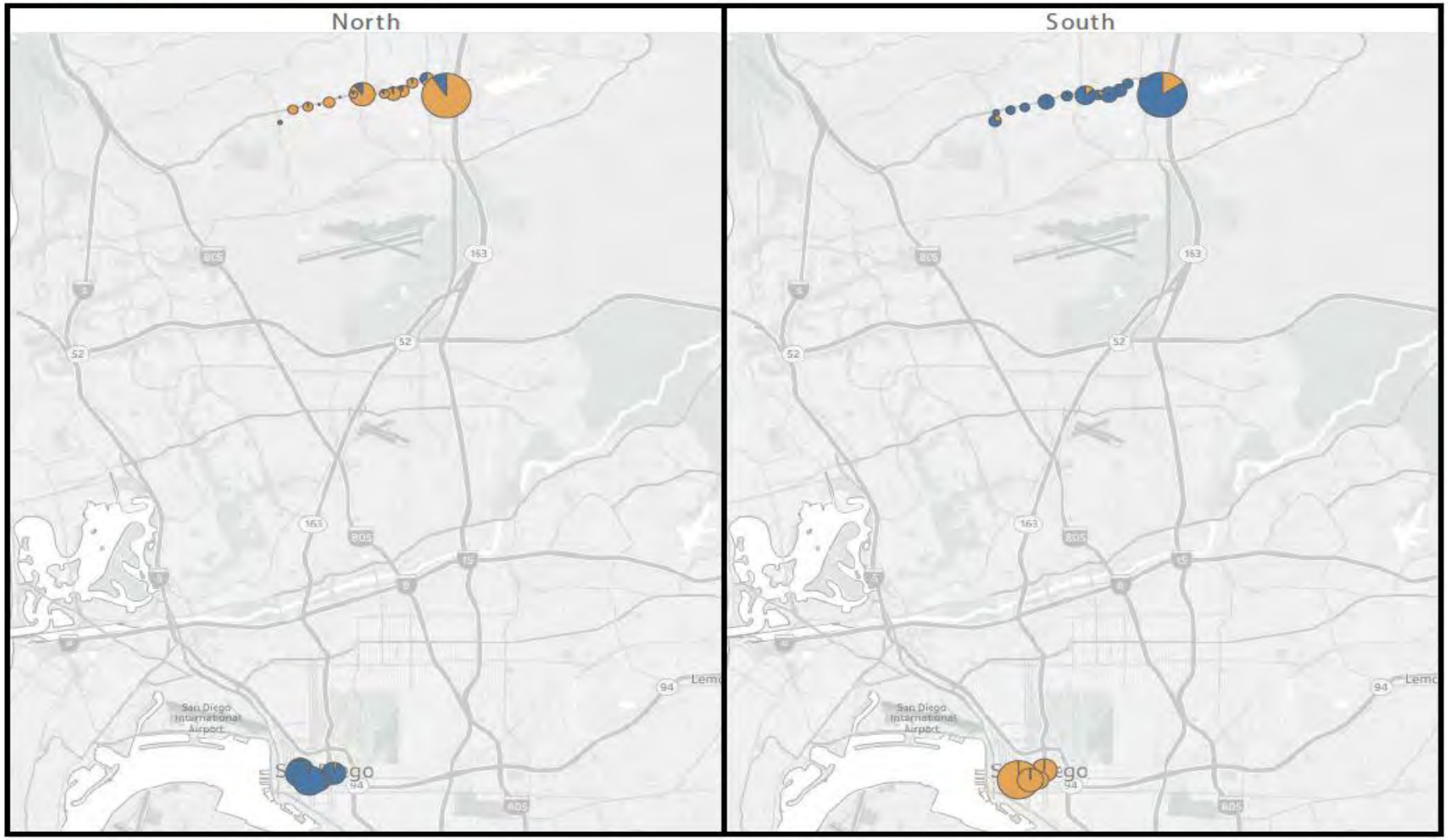
2016/2017	Rt. 110	Category Average	All Bus Average
Pass./Rev. Hr.	**29.3**	25.6	28.8
Subsidy/Pass.	**$2.86**	$3.39	$1.90
Fbx. Recovery	**25.9%**	22.9%	35.2%

Recommendation

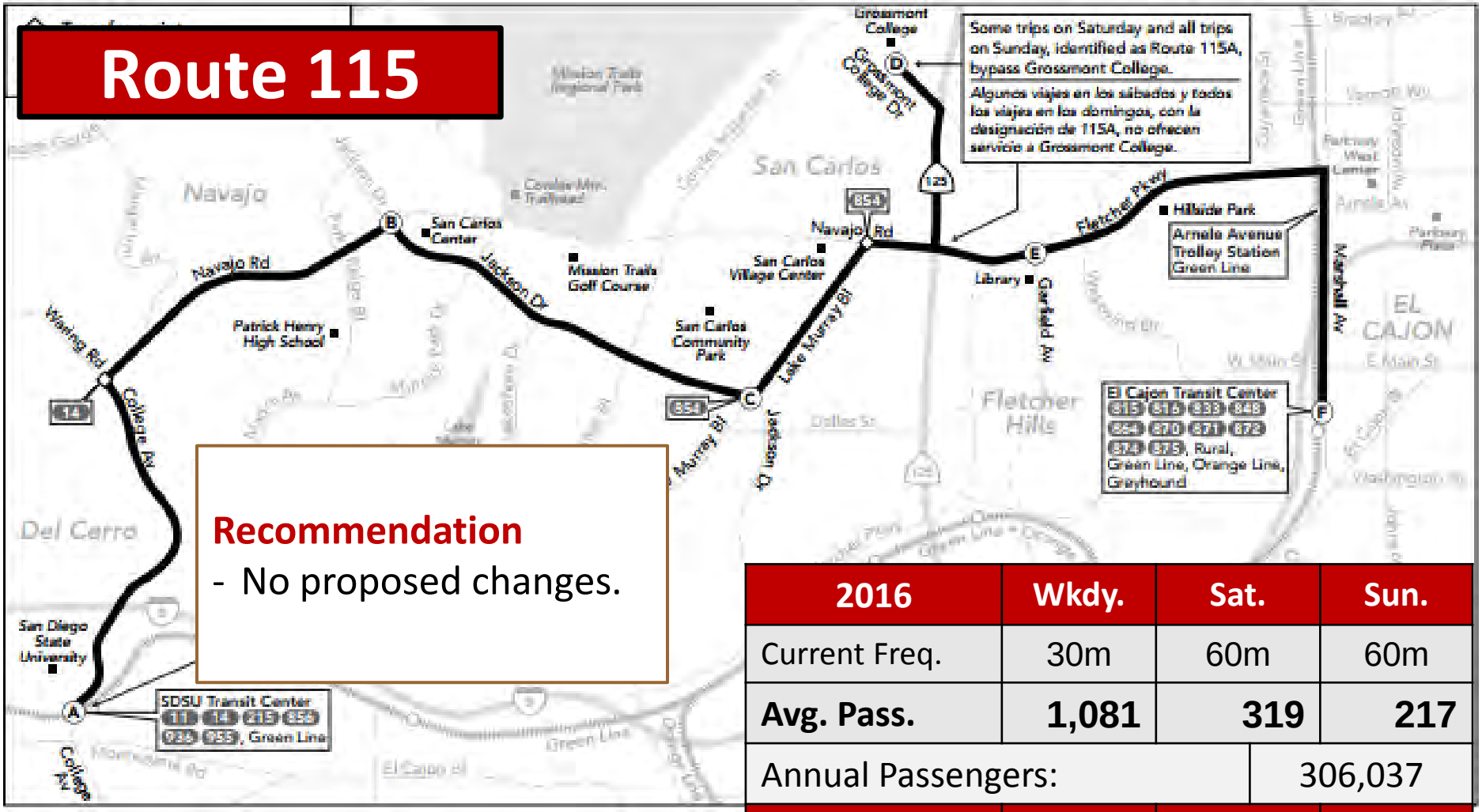
- No proposed changes.



Weekday Ridership Route 110



Route 115



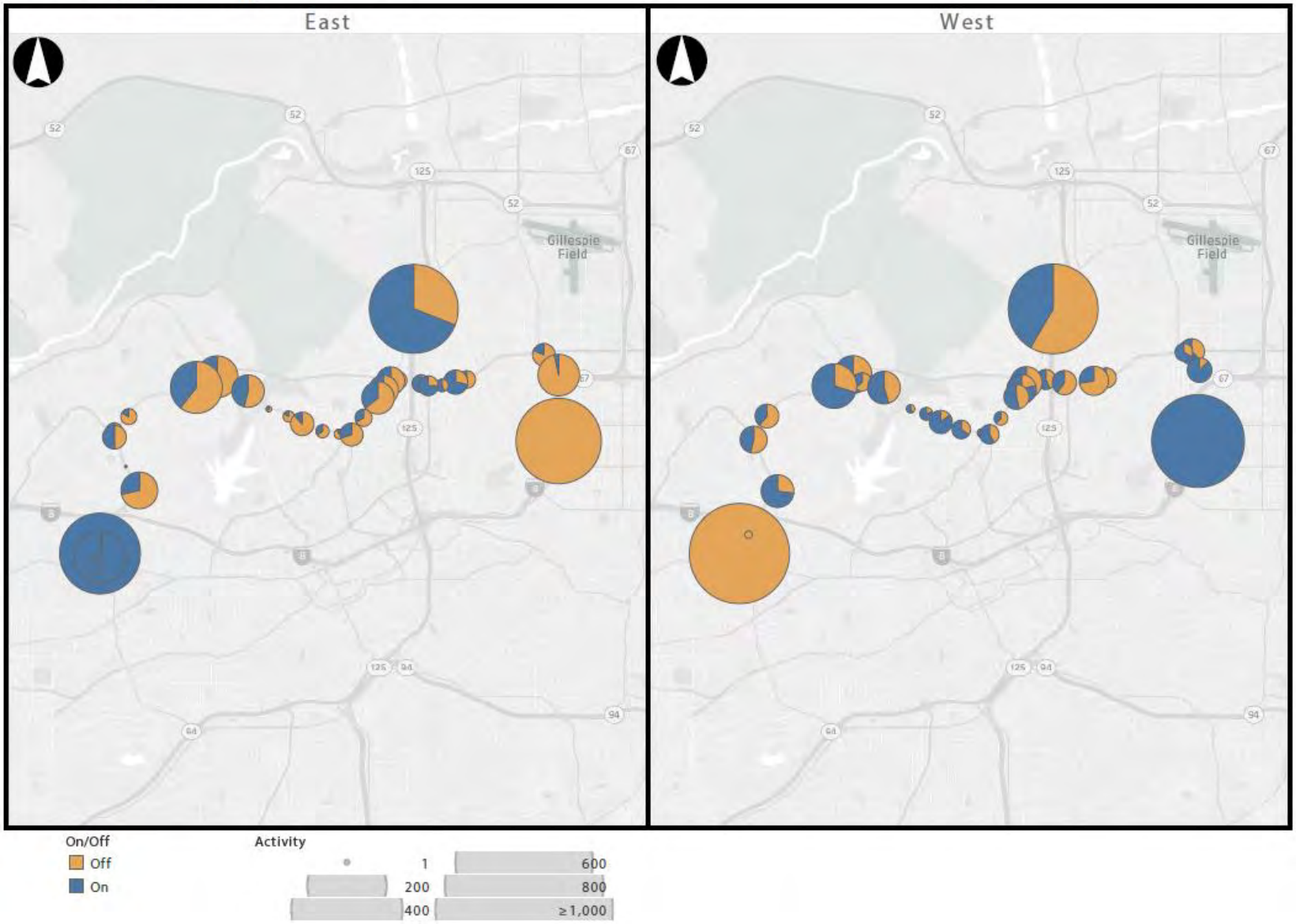
Recommendation

- No proposed changes.

2016	Wkdy.	Sat.	Sun.
Current Freq.	30m	60m	60m
Avg. Pass.	**1,081**	**319**	**217**
Annual Passengers:			306,037

2016	Rt. 115	Category Average	All Bus Average
Pass./Rev. Hr.	**19.2**	24.0	28.8
Subsidy/Pass.	**$2.49**	$1.64	$1.90
Fbx. Recovery	**31.2%**	38.9%	35.2%

Weekday Ridership Route 115

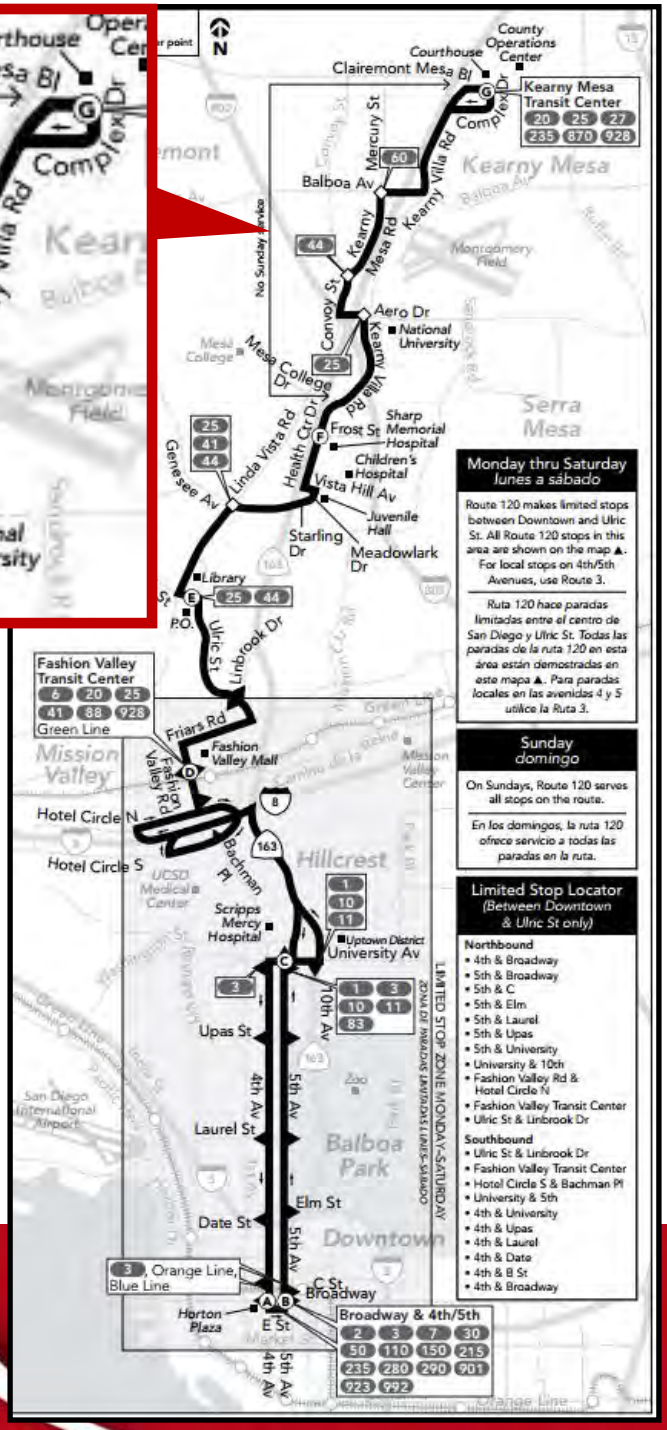


Route 120

2016	Wkdy.	Sat.	Sun.
Current Freq.	15/30m	30m	30m
Avg. Pass.	**2,877**	**1,519**	**1,261**
Annual Passengers:			892,805

2016	Rt. 120	Category Average	All Bus Average
Pass./Rev. Hr.	**26.3**	31.2	28.8
Subsidy/Pass.	**$3.29**	$1.76	$1.90
Fbx. Recovery	**23.6%**	36.5%	35.2%





Recommendation

- Shift alignment from Convoy St. and Kearny Mesa Rd. to Kearny Villa Rd.

Impacts

- Connection between Convoy St. and KMTC replaced by a realigned Route 44.
- Loss of service to stops along Kearny Mesa Rd.

Weekday Ridership Route 120



On/Off
Off
On

Activity
1.0 600.0
200.0 800.0
400.0 1,000.0

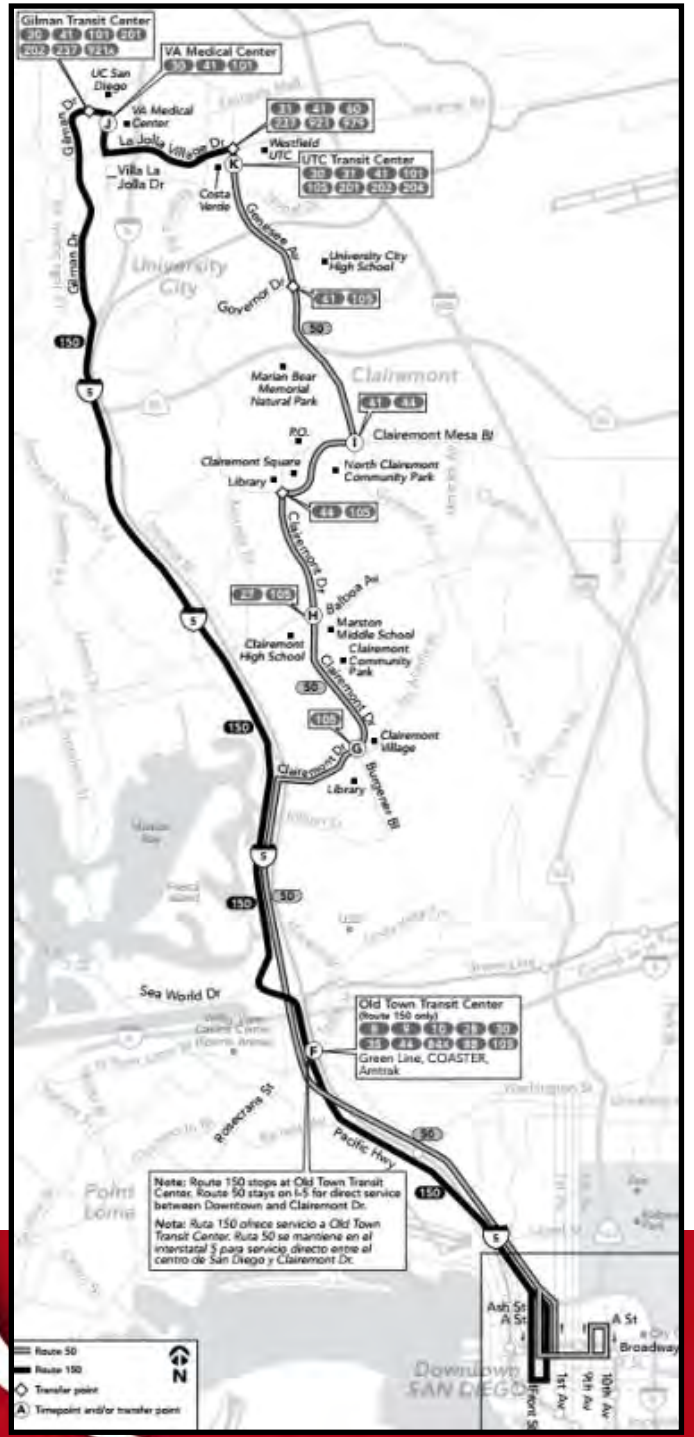
Route 150

Recommendation

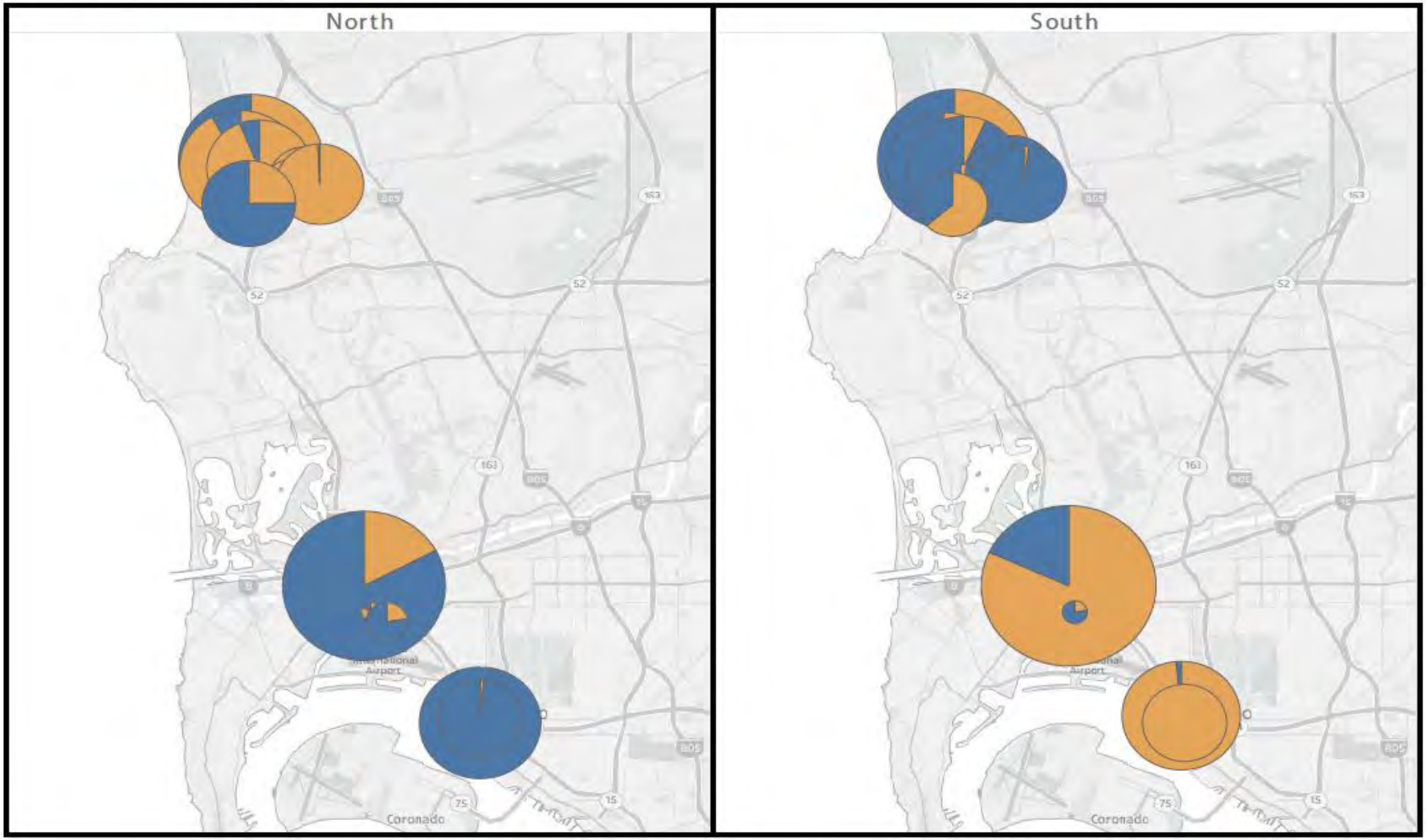
- No proposed changes.

2016/2017	Wkdy.	Sat.	Sun.
Current Freq.	8-30m	30m	----
Avg. Pass.	**2,903**	**947**	**----**
Annual Passengers:			790,769

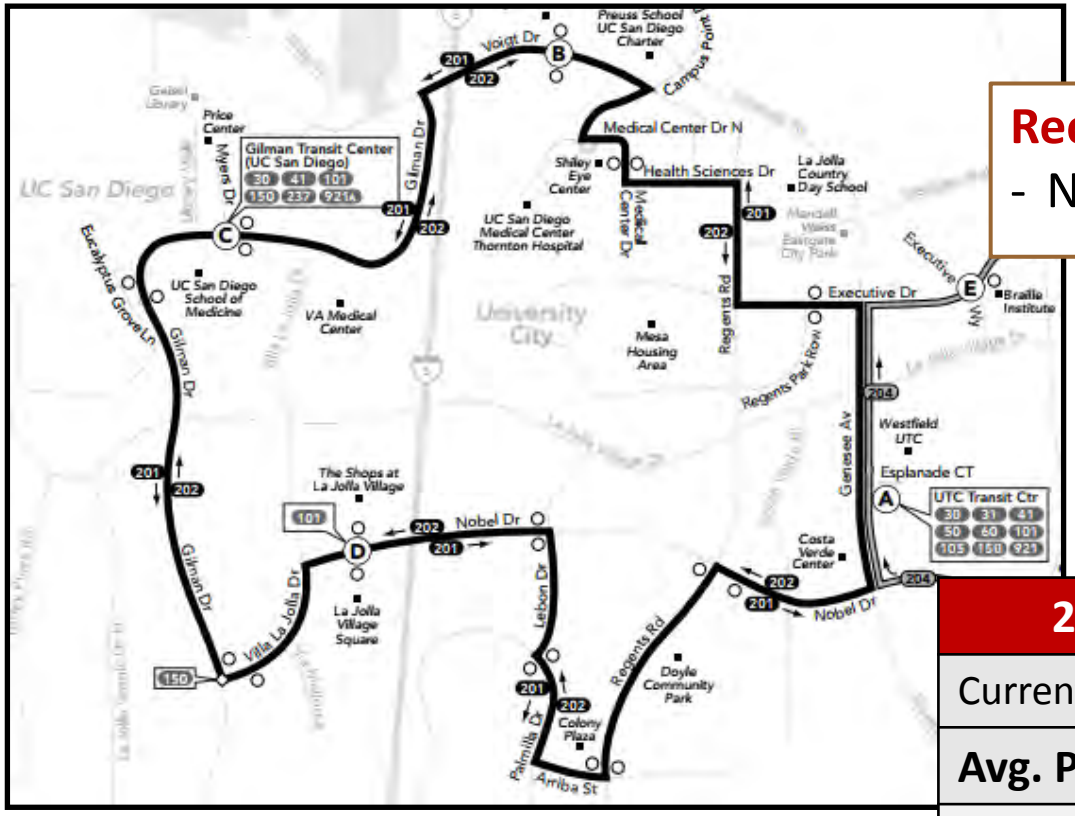
2016/2017	Rt. 150	Category Average	All Bus Average
Pass./Rev. Hr.	**34.6**	25.6	28.8
Subsidy/Pass.	**$2.25**	$3.39	$1.90
Fbx. Recovery	**31.4%**	22.9%	35.2%



Weekday Ridership Route 150



Route 201/202



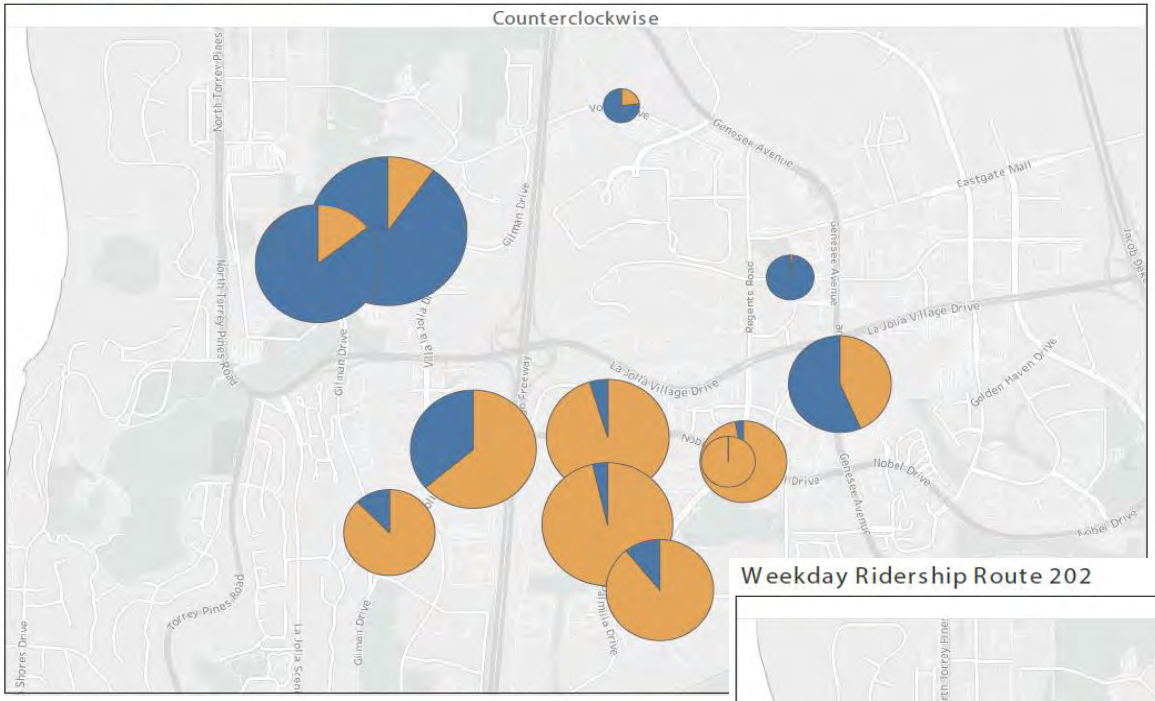
Recommendation

- No proposed changes.

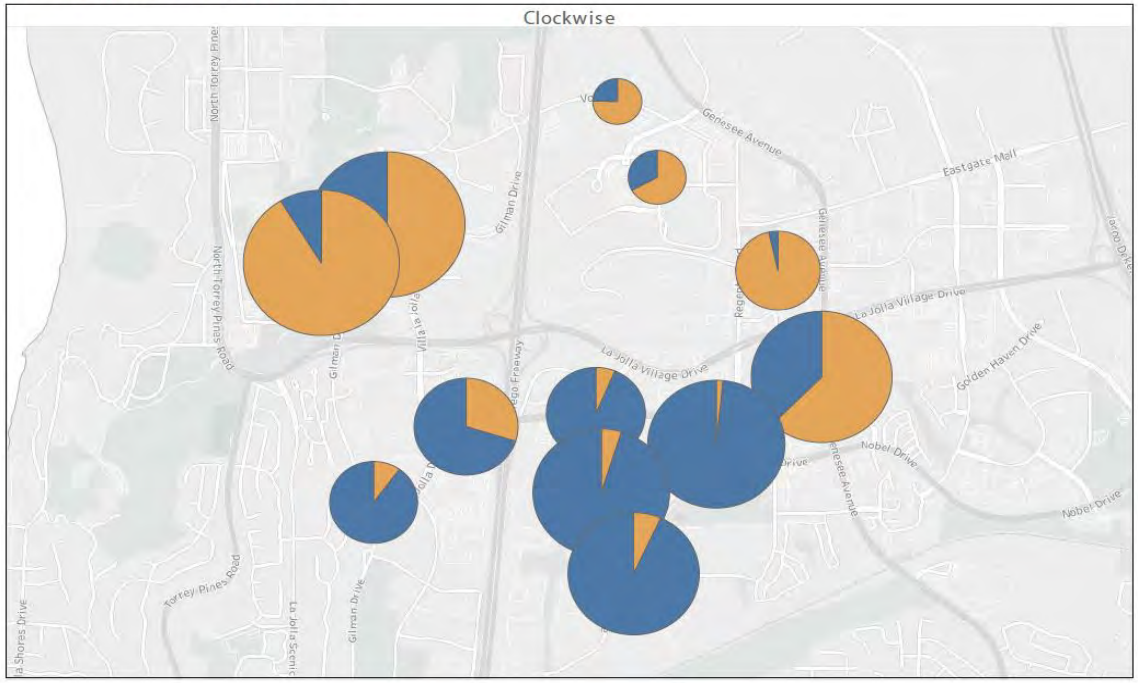
2016	Wkdy.	Sat.	Sun.
Current Freq.	5-15m	15m	15m
Avg. Pass.	**7,050**	**2,683**	**2,116**
Annual Passengers:			2,066,083

2016	Rt. 201/202	Category Average	All Bus Average
Pass./Rev. Hr.	**50.4**	32.9	28.8
Subsidy/Pass.	**$1.22**	$2.42	$1.90
Fbx. Recovery	**45.8%**	29.6%	35.2%

Weekday Ridership Route 201



Weekday Ridership Route 202



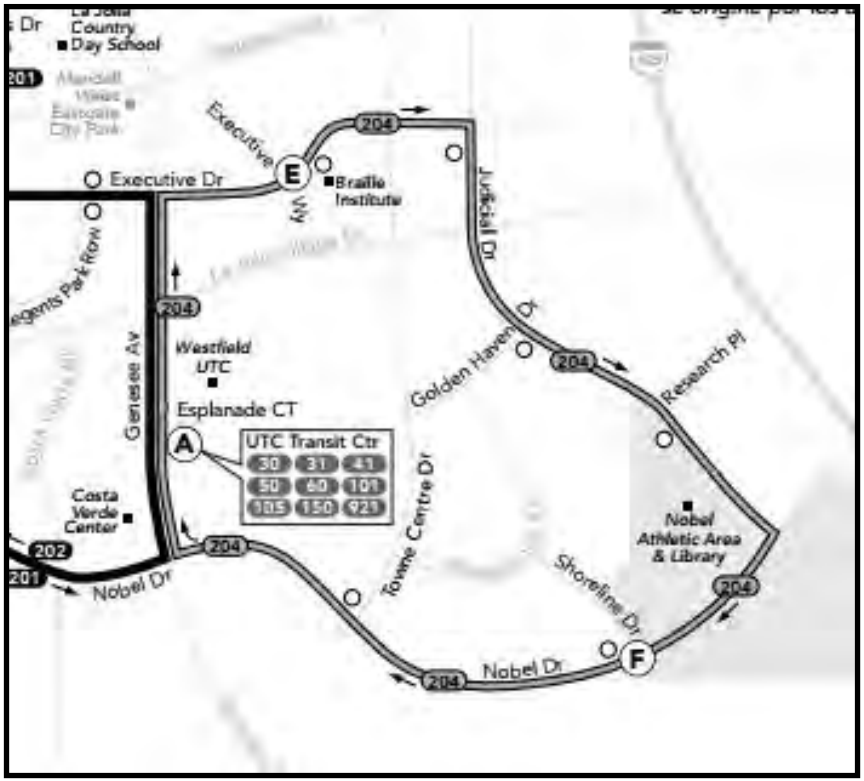
Route 204

Recommendation

- Reduce weekday frequency to 30 min.
- Discontinue weekend service. (averages 3.1 pass./trip)

Impacts

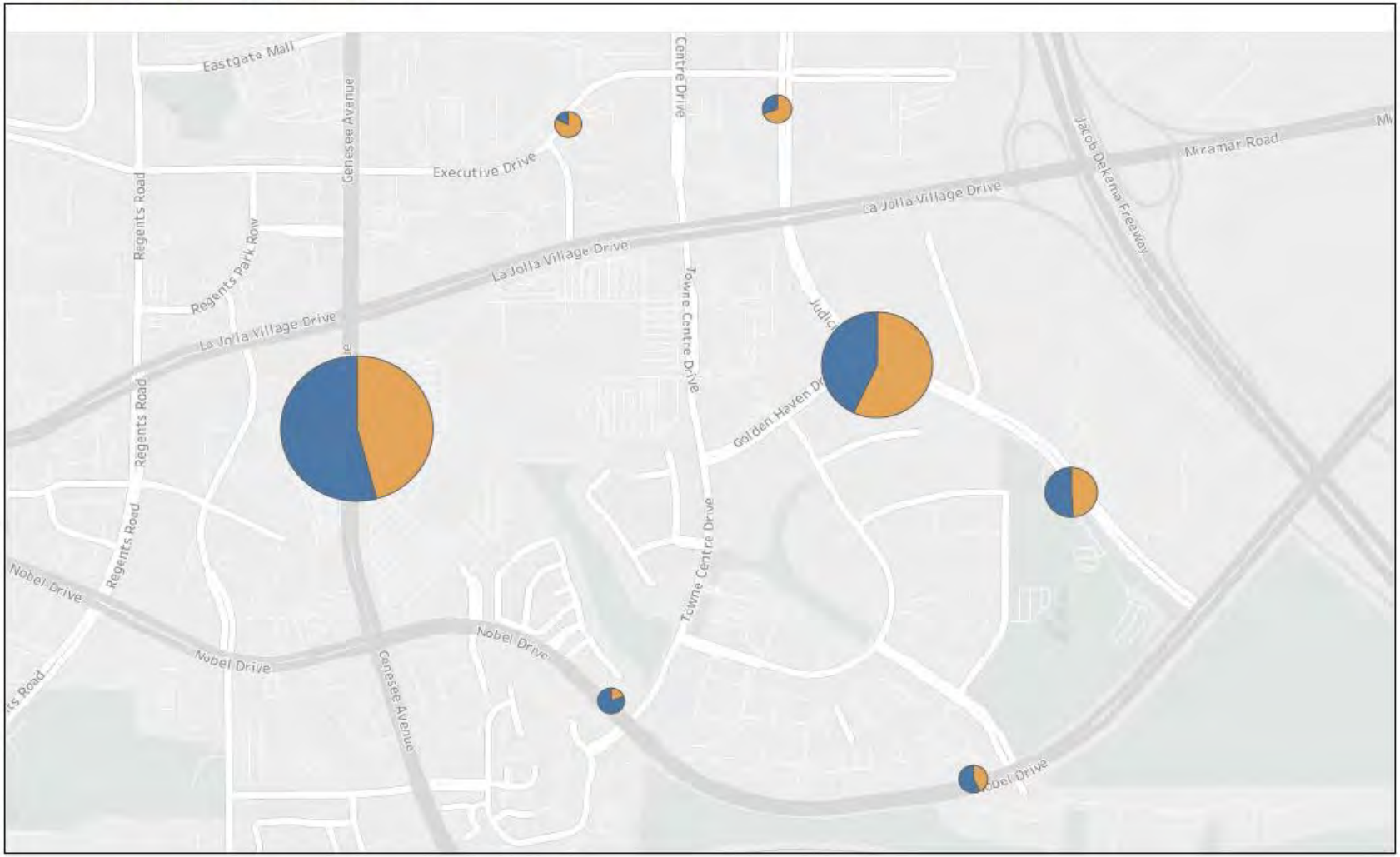
- Loss of frequency and weekend service to eastern University City.



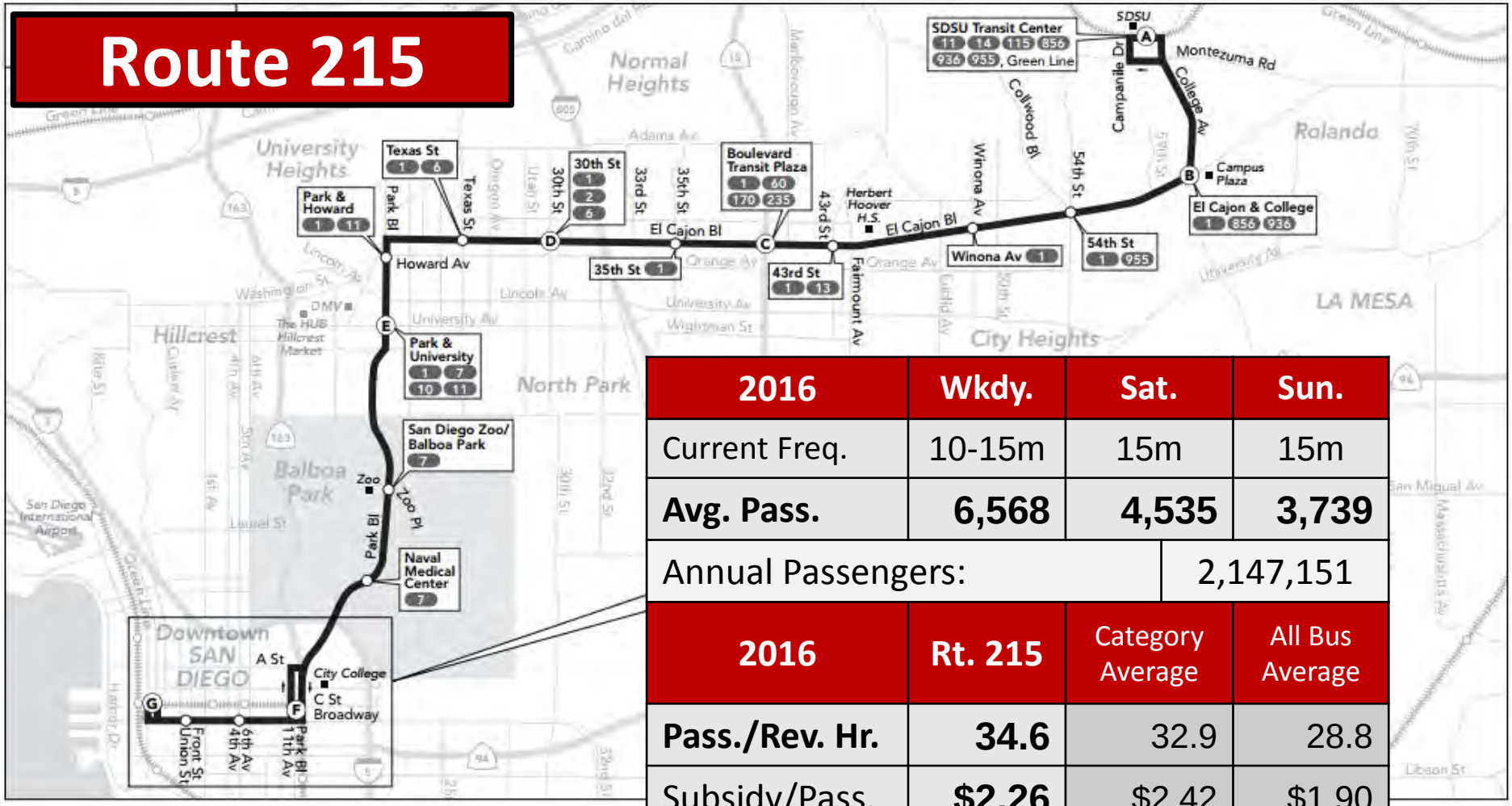
2016	Wkdy.	Sat.	Sun.
Current Freq.	15m	15m	15m
Avg. Pass.	**498**	**211**	**188**
Annual Passengers:			149,600

2016	Rt. 204	Category Average	All Bus Average
Pass./Rev. Hr.	**15.2**	32.9	28.8
Subsidy/Pass.	**$6.43**	$2.42	$1.90
Fbx. Recovery	**13.7%**	29.6%	35.2%

Weekday Ridership Route 204



Route 215



2016	Wkdy.	Sat.	Sun.
Current Freq.	10-15m	15m	15m
Avg. Pass.	**6,568**	**4,535**	**3,739**
Annual Passengers:			2,147,151

2016	Rt. 215	Category Average	All Bus Average
Pass./Rev. Hr.	**34.6**	32.9	28.8
Subsidy/Pass.	**$2.26**	$2.42	$1.90
Fbx. Recovery	**30.9%**	29.6%	35.2%

Recommendation

- No proposed changes.

Weekday Ridership Route 215



Route 235

Recommendation

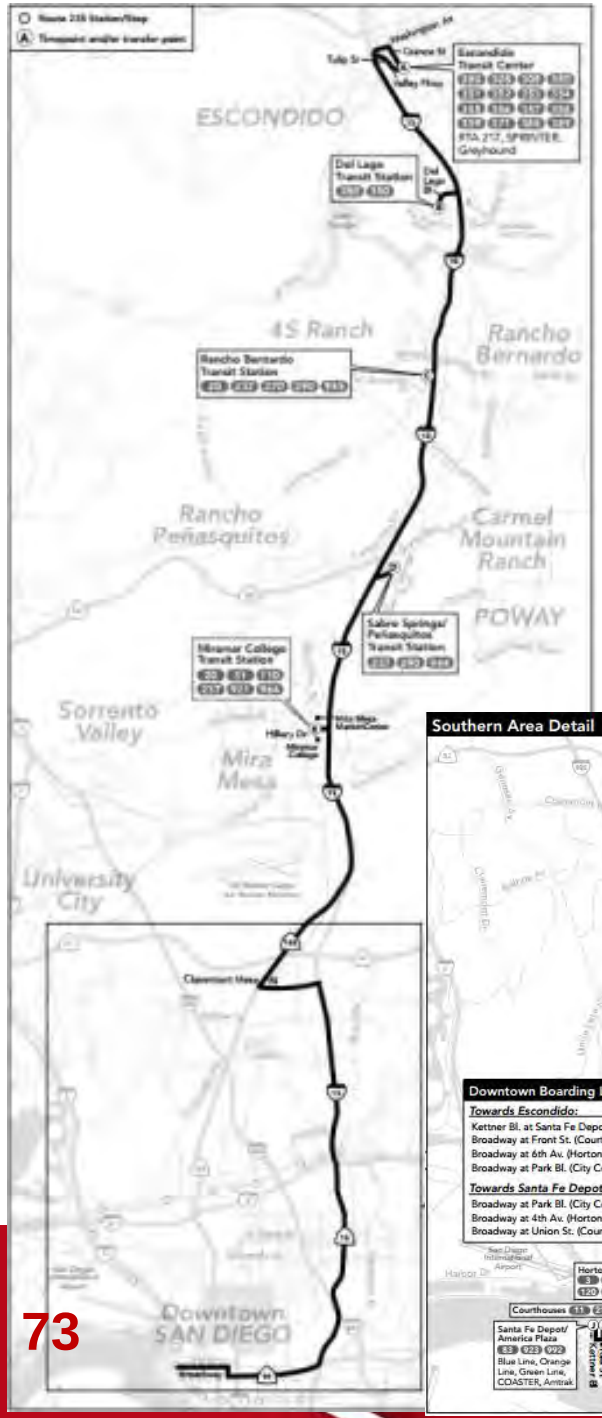
- Increase weekday midday frequency from 30 to 15 minutes.

Impacts

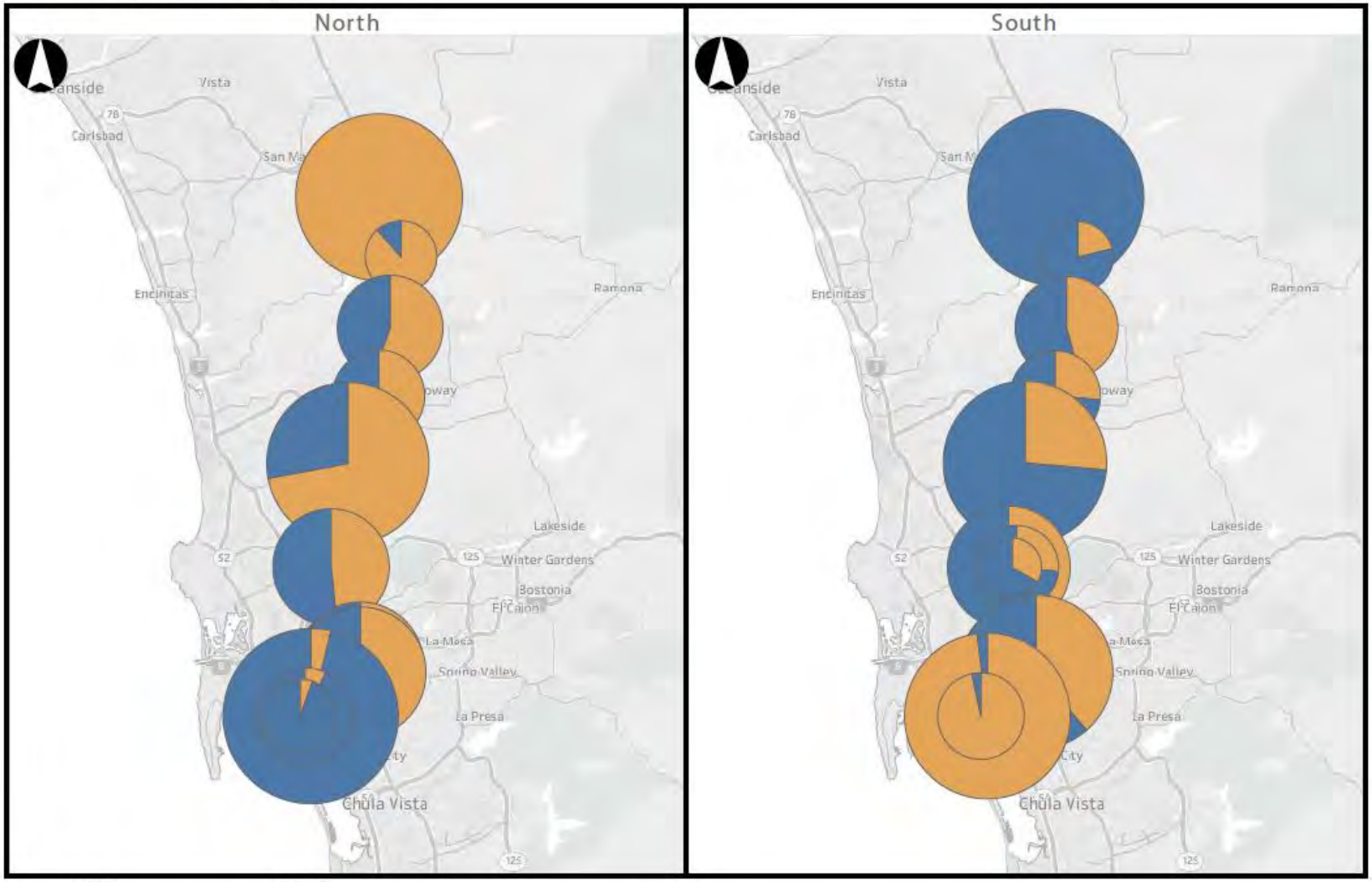
- More capacity and rider flexibility from increased frequency.

2016	Wkdy.	Sat.	Sun.
Current Freq.	15-30m	30m	30m
Avg. Pass.	**4,926**	**2,583**	**1,767**
Annual Passengers:		1,503,545	

2016	Rt. 235	Category Average	All Bus Average
Pass./Rev. Hr.	**25.4**	32.9	28.8
Subsidy/Pass.	**$3.44**	$2.42	$1.90
Fbx. Recovery	**22.7%**	29.6%	35.2%



Weekday Ridership Route 235



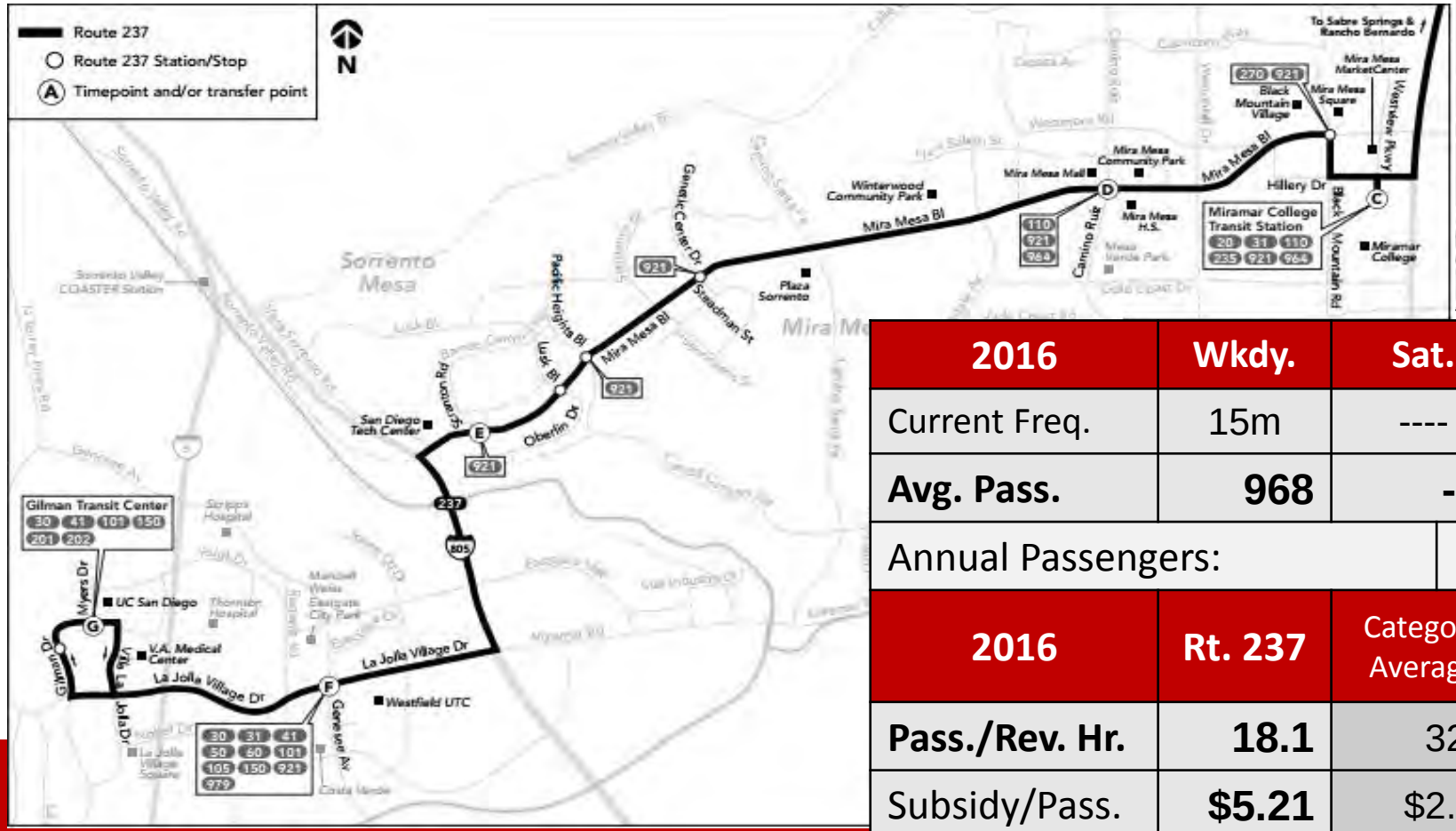
Route 237

Recommendation

- Shorten all trips to end on the east end at Miramar College Transit Station.

Impacts

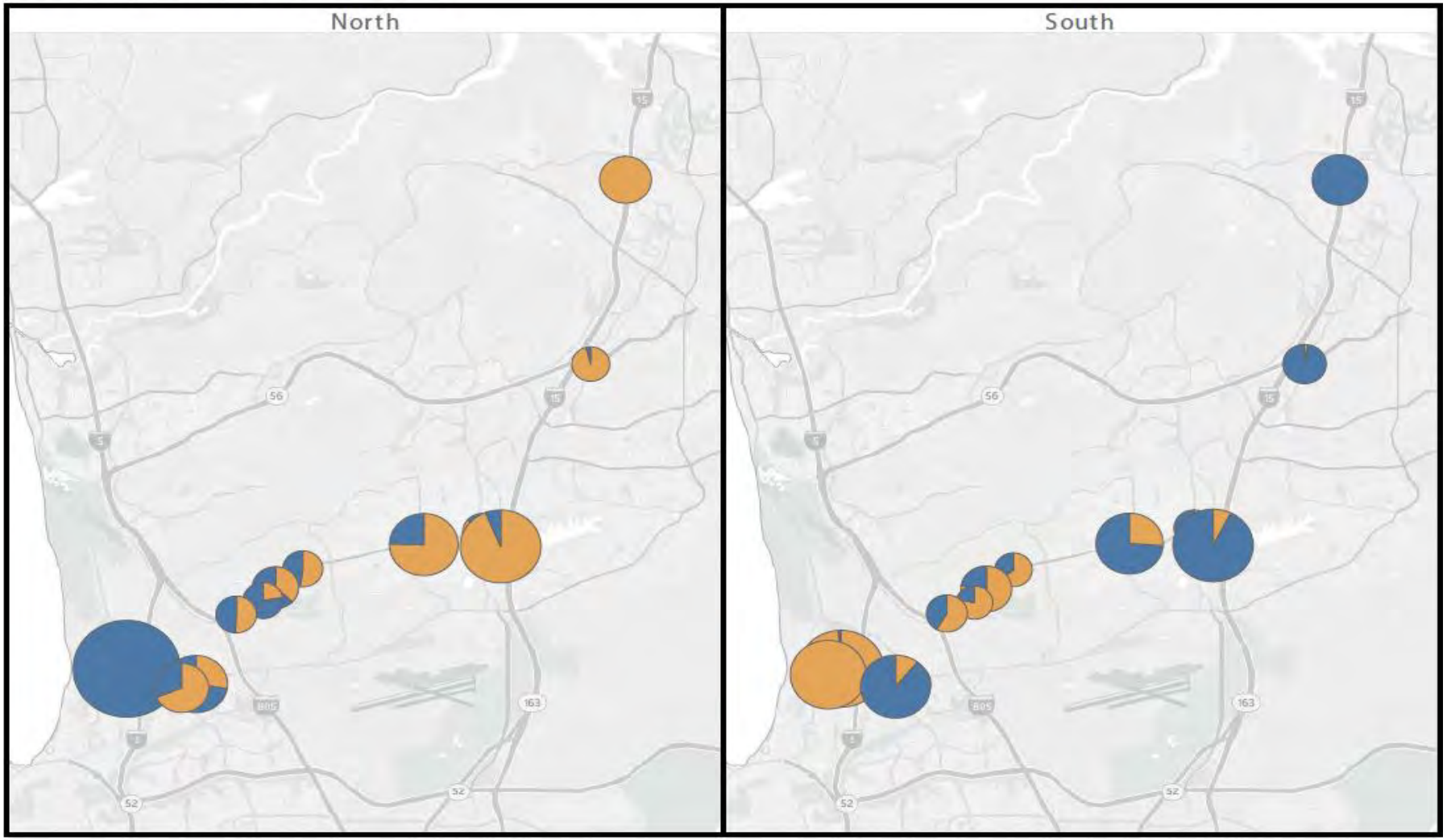
- Transfer to/from Rt. 235 would be required to travel north of Mira Mesa.



2016	Wkdy.	Sat.	Sun.
Current Freq.	15m	----	----
Avg. Pass.	**968**	**----**	**----**
Annual Passengers:			247,628

2016	Rt. 237	Category Average	All Bus Average
Pass./Rev. Hr.	**18.1**	32.9	28.8
Subsidy/Pass.	**$5.21**	$2.42	$1.90
Fbx. Recovery	**16.4%**	29.6%	35.2%

Weekday Ridership Route 237



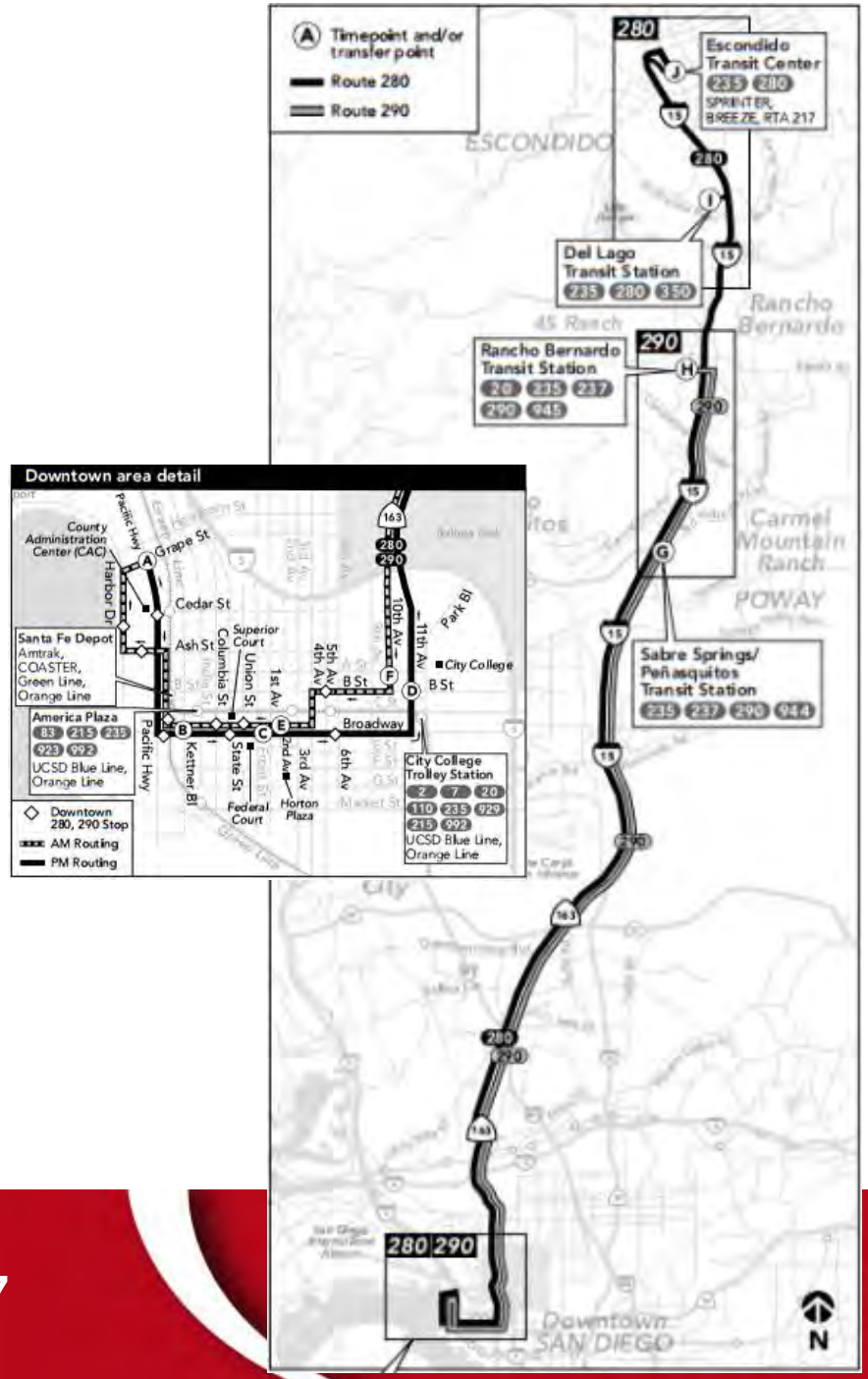
Routes 280, 290

Recommendation

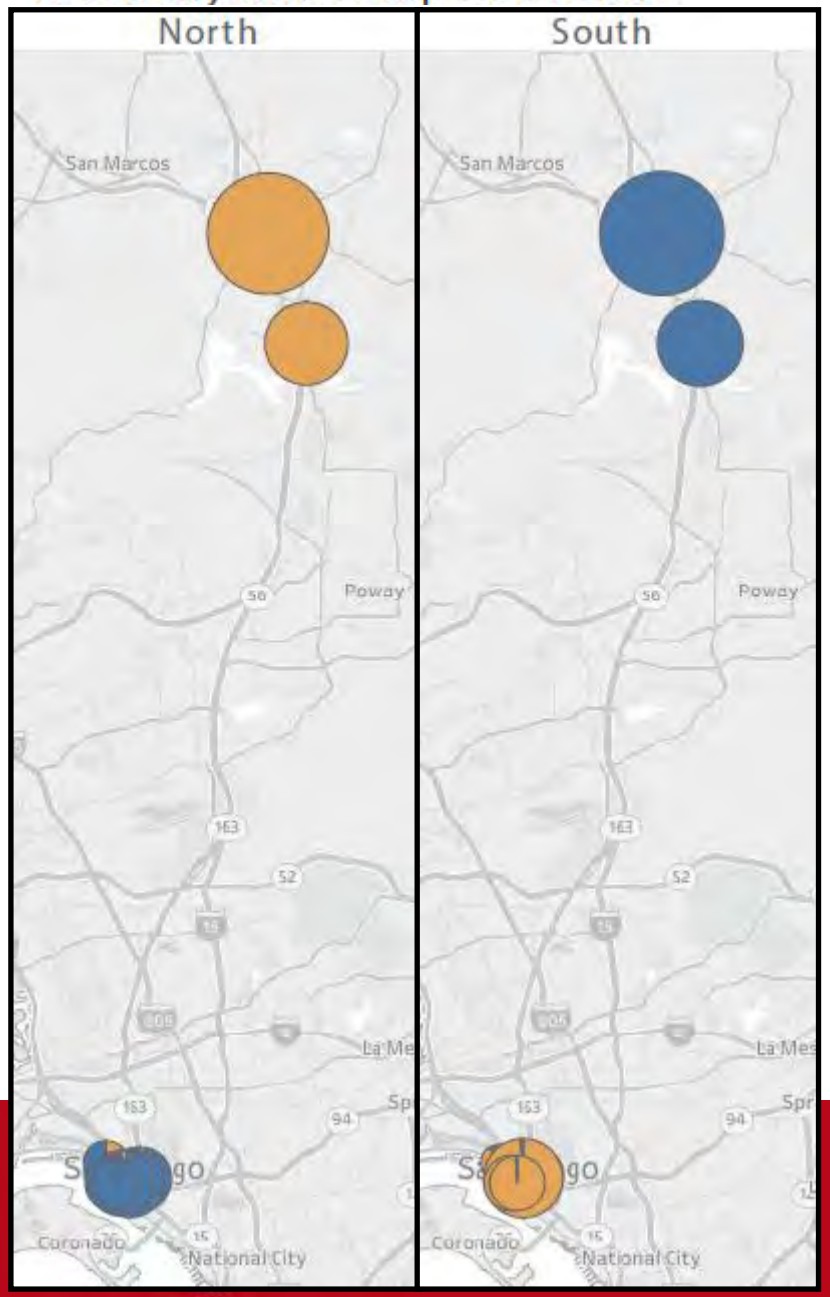
- No proposed changes.

2016	280	290
Current Frequency	15-30m	10-15m
Average Wkdy. Pass.	**467**	**670**
Annual Pass:	119,541	171,134

2016	Rt. 280	Rt. 290	Cat. Avg.	All Bus
Pass./R.H.	**21.5**	**29.6**	25.3	28.8
Subs./Pass.	**$5.24**	**$1.93**	$3.29	$1.90
Fbx. Rec'y	**45.3%**	**68.6%**	56.4%	35.2%



Weekday Ridership Route 280



Weekday Ridership Route 290



Route 701

2016	Wkdy.	Sat.	Sun.
Current Freq.	15m	60m	-----
Avg. Pass.	**2,017**	**462**	**-----**
Annual Passengers:		539,675	

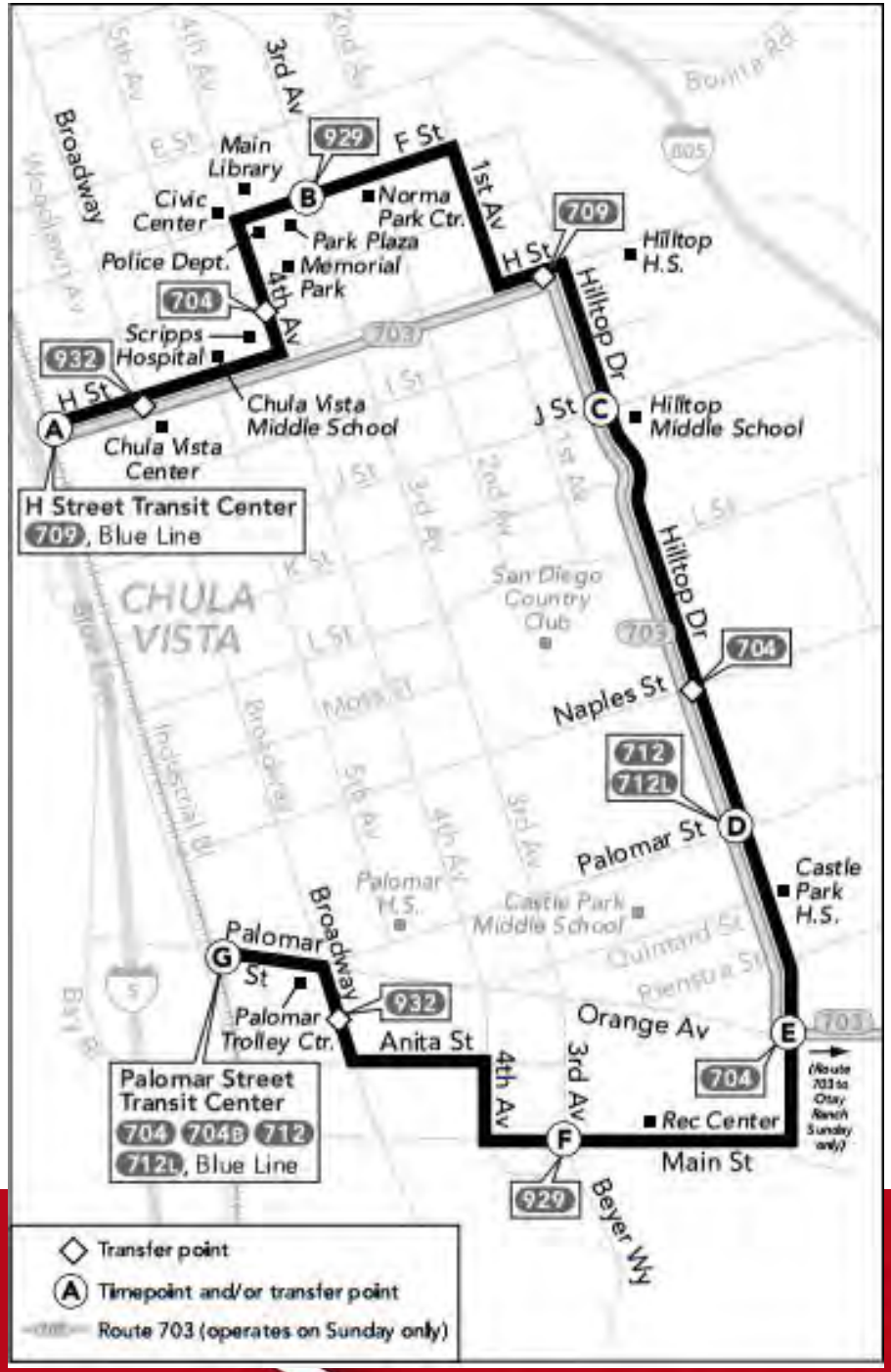
2016	Rt. 701	Category Average	All Bus Average
Pass./Rev. Hr.	**21.8**	31.2	28.8
Subsidy/Pass.	**$1.82**	$1.76	$1.90
Fbx. Recovery	**35.4%**	36.5%	35.2%

Recommendation

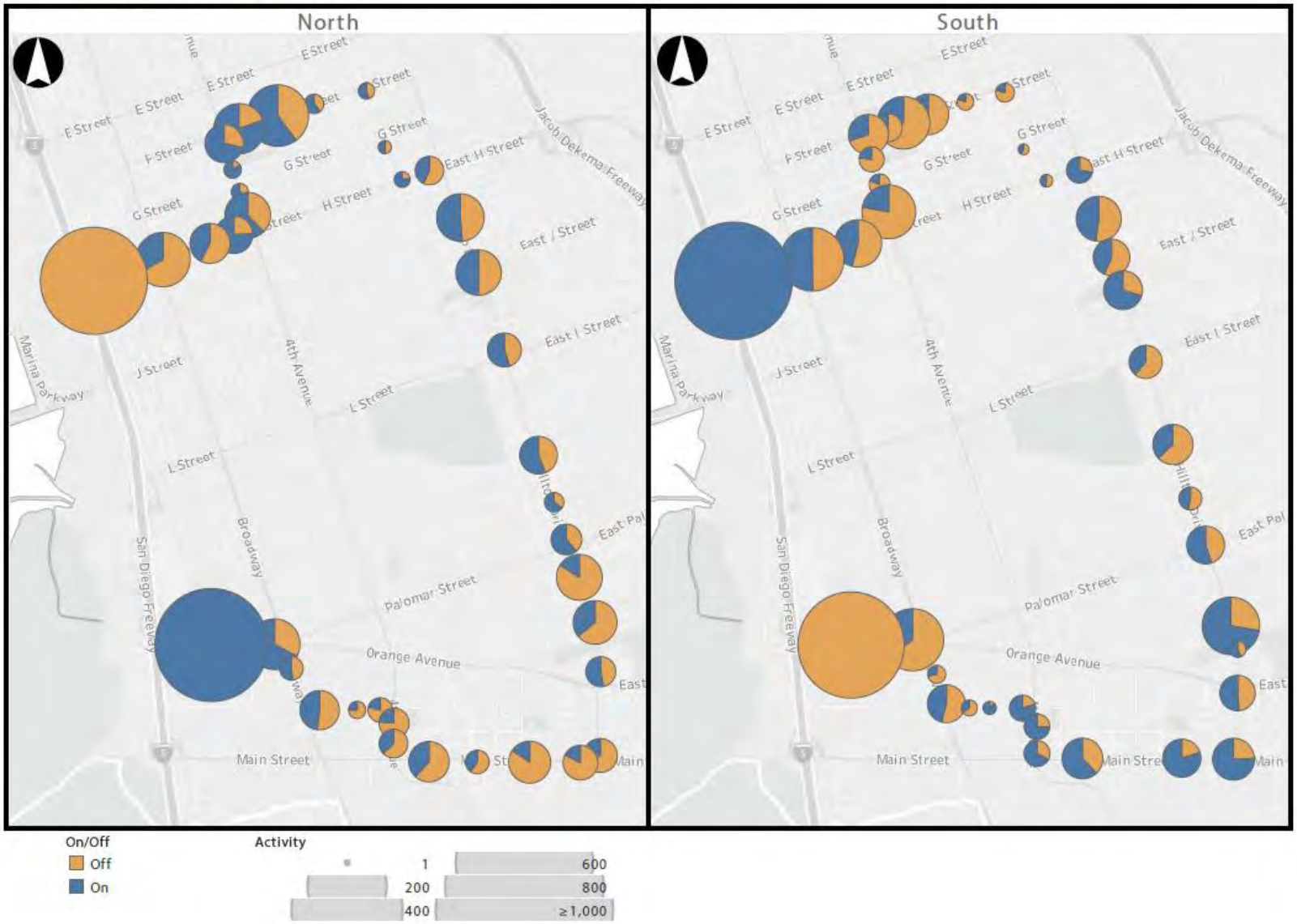
- Restore Sunday service.
 - Simplifies system by maintaining same service pattern 7 days/week.

Impacts

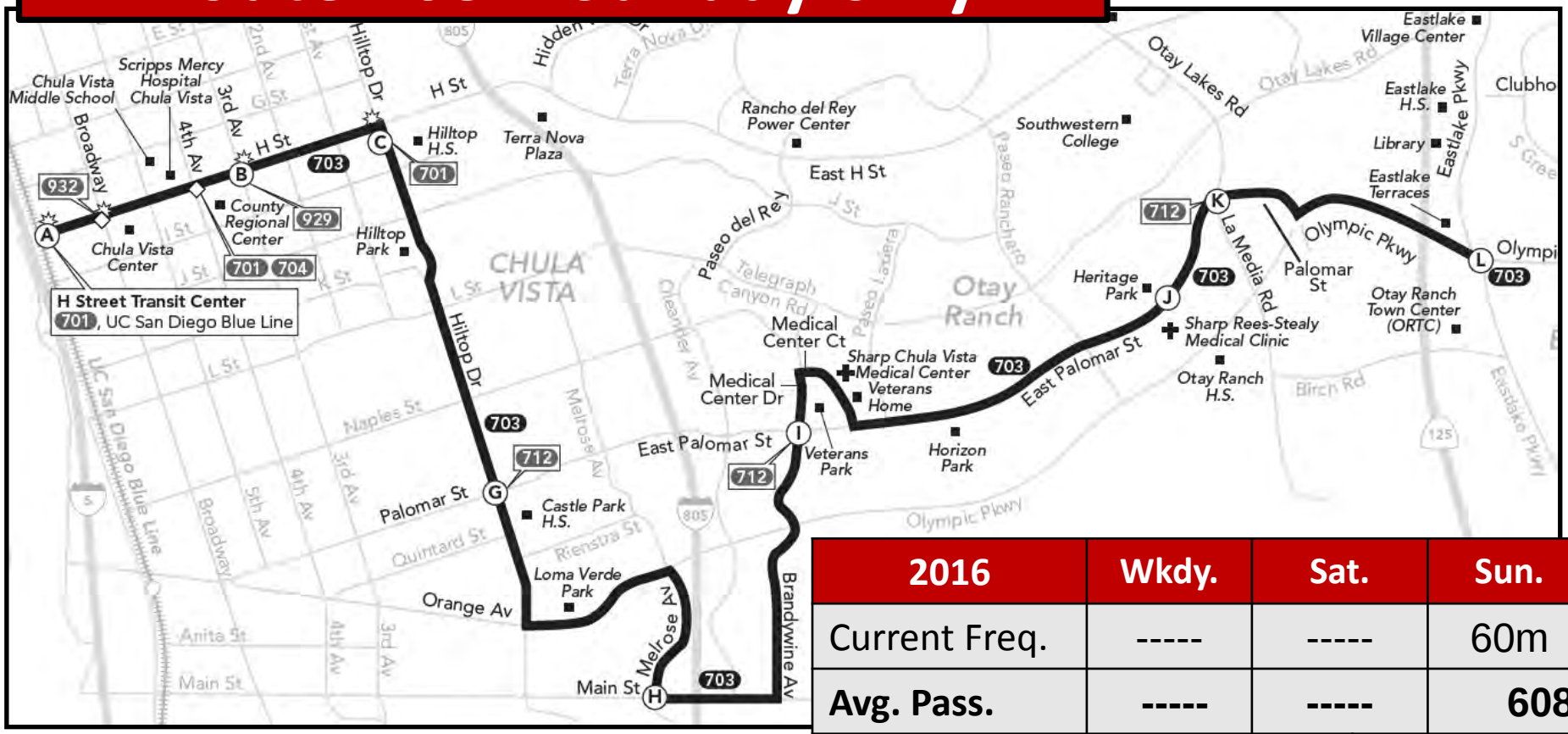
- No significant rider impacts.
- Replacement of Route 703 will adjust some trips.



Weekday Ridership Route 701



Route 703 – Sunday only



2016	Wkdy.	Sat.	Sun.
Current Freq.	-----	-----	60m
Avg. Pass.	**-----**	**-----**	**608**
Annual Passengers:			38,804

2016	Rt. 703	Category Average	All Bus Average
Pass./Rev. Hr.	**26.3**	24.0	28.8
Subsidy/Pass.	**$2.22**	$1.64	$1.90
Fbx. Recovery	**29.7%**	38.9%	35.2%

Recommendation

- Replace route with restored Sunday service on Routes 701, 704, and 709.
 - Simplifies system by maintaining same service pattern 7 days/week .

Impacts

- No significant rider impacts.
- Some O/D pairs may now require transfer.

Route 703: No Weekday Service

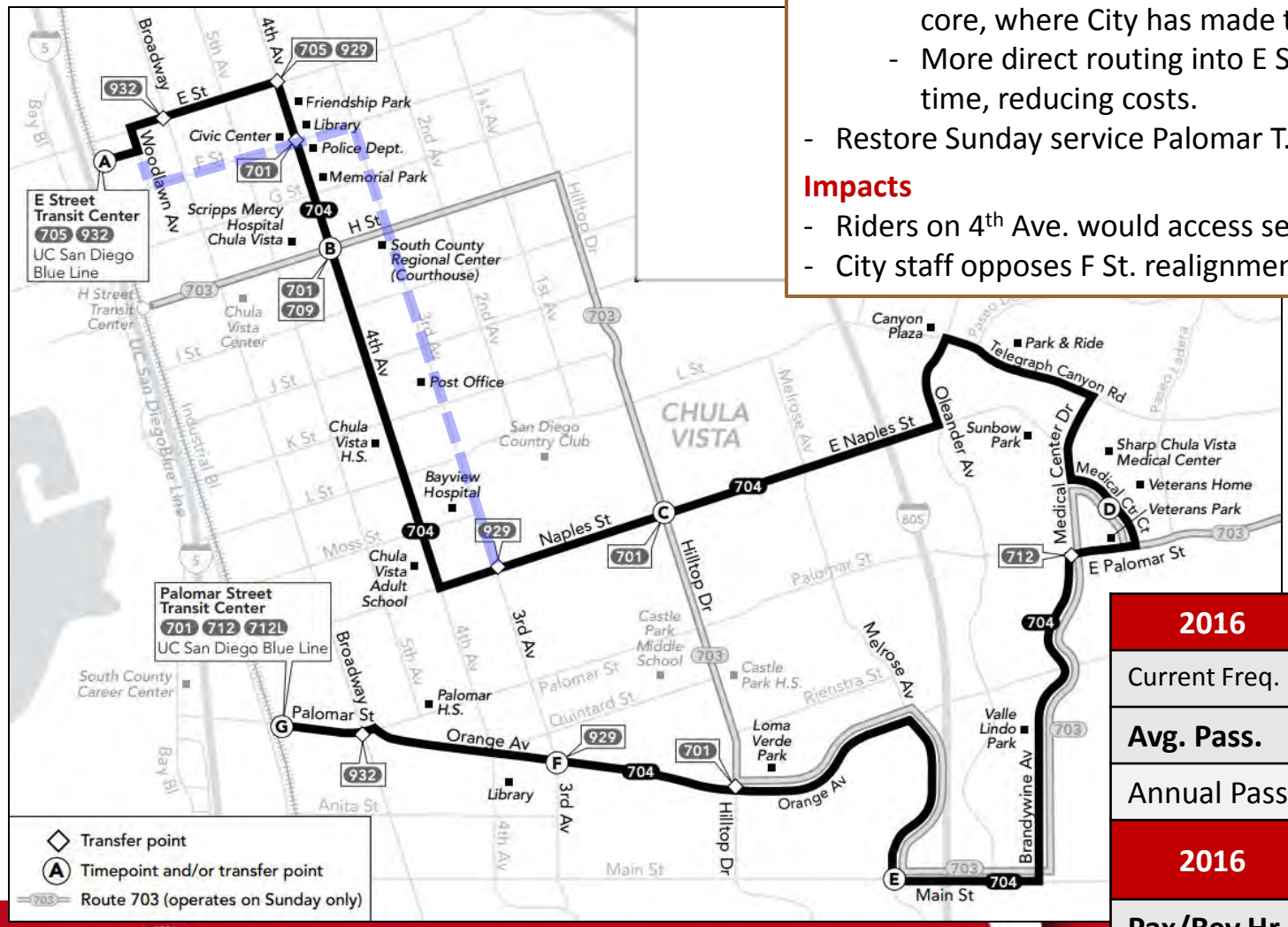
Route 704

Recommendation

- Shift alignment to operate along 3rd Avenue instead of 4th Avenue, and F Street instead of E Street.
 - More frequent service on 3rd Ave. in downtown core, where City has made transit improvements.
 - More direct routing into E Street T.C., saving riders time, reducing costs.
- Restore Sunday service Palomar T.C. - Sharp Hospital.

Impacts

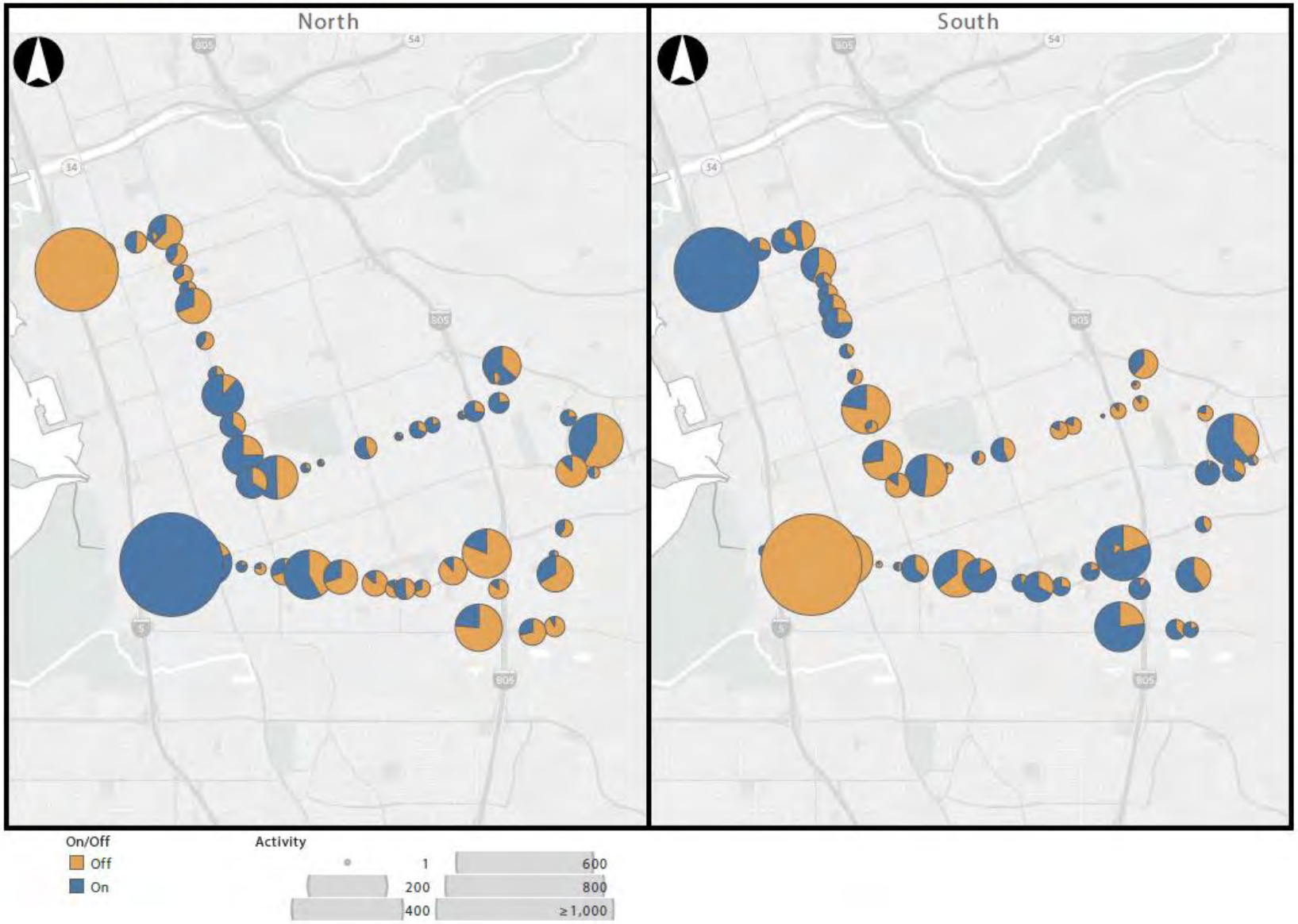
- Riders on 4th Ave. would access service on 3rd Ave.
- City staff opposes F St. realignment; plans future shuttle.



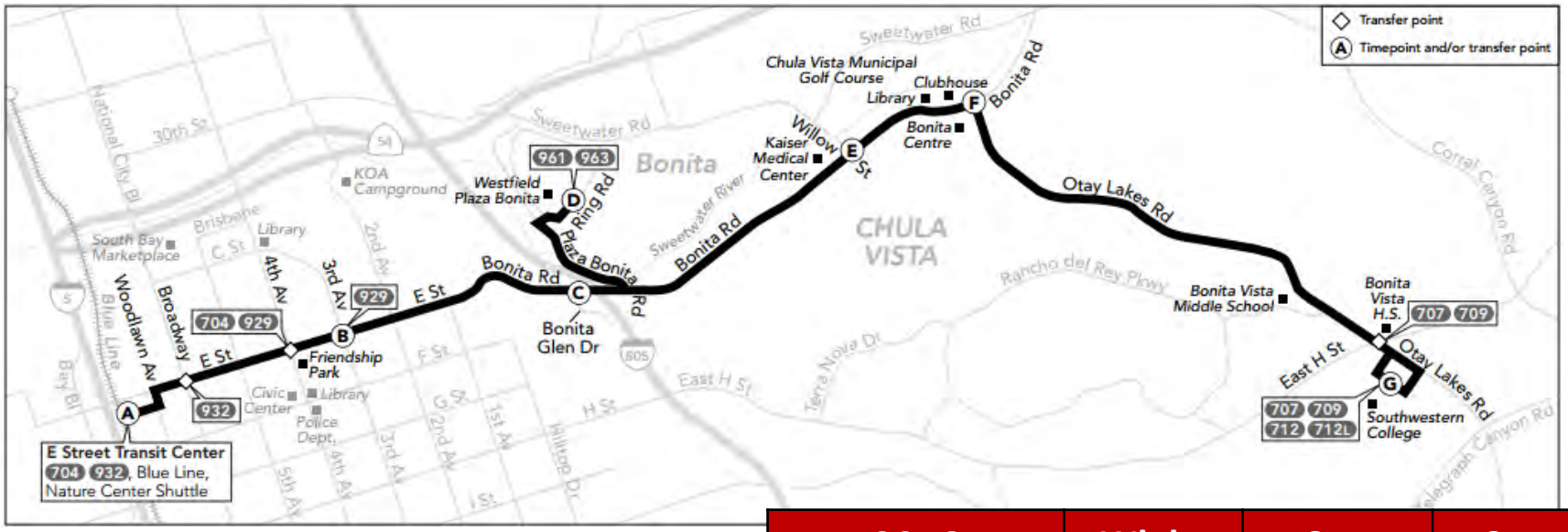
2016	Wkdy.	Sat.	Sun.
Current Freq.	30m	60m	---
Avg. Pass.	**1,685**	**716**	**---**
Annual Passengers:		467,968	

2016	Rt. 704	Cat. Avg.	All Bus Avg.
Pax/Rev Hr	**22.9**	24.0	28.8
Subs./Pax.	**$1.95**	$1.64	$1.90
Fbx. Rec'y	**33.9%**	38.9%	35.2%

Weekday Ridership Route 704



Route 705



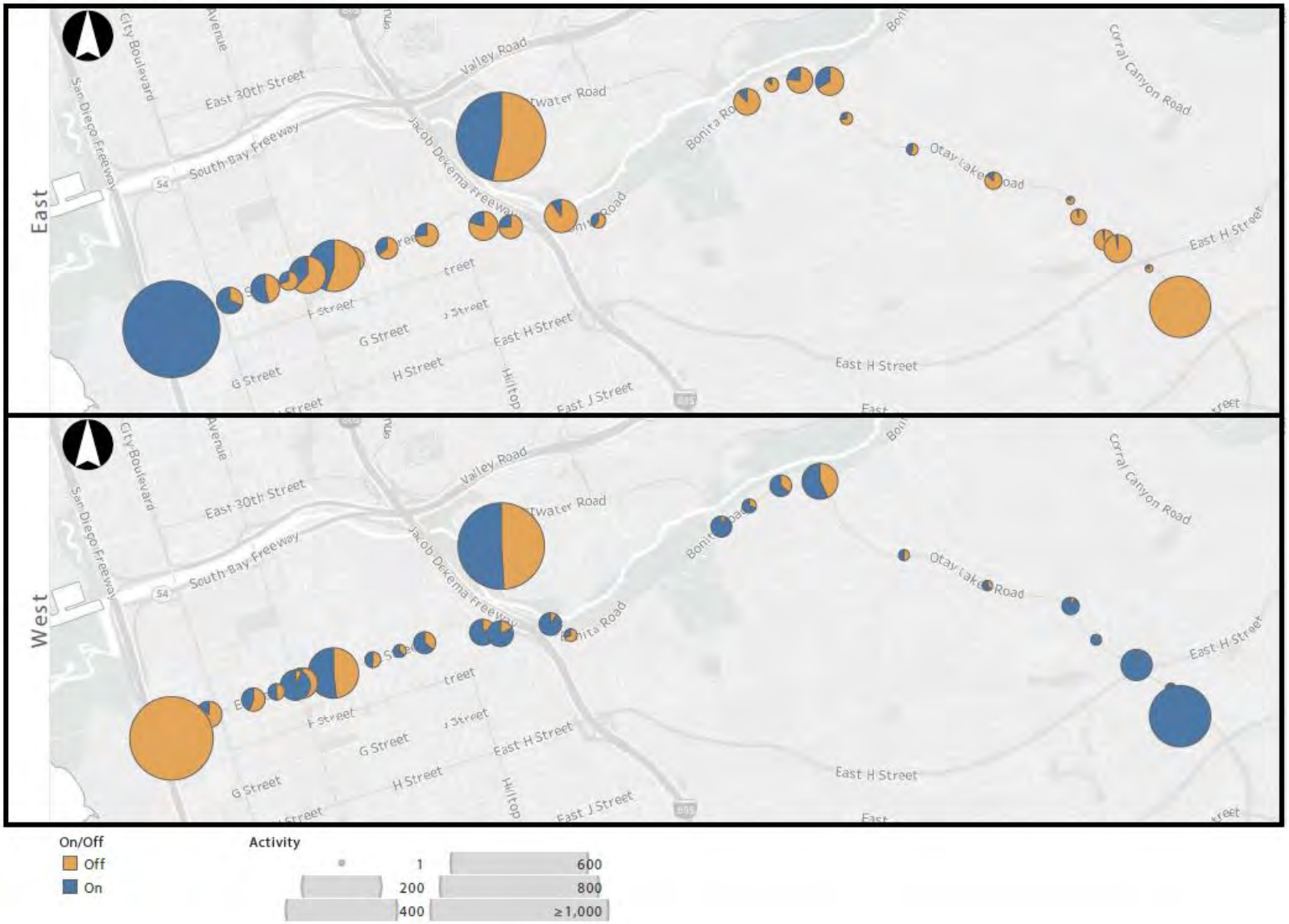
Recommendation

- No proposed changes.

2016	Wkdy.	Sat.	Sun.
Current Freq.	30-60m	30m	----
Avg. Pass.	**954**	**397**	**----**
Annual Passengers:			264,815

2016	Rt. 705	Category Average	All Bus Average
Pass./Rev. Hr.	**22.9**	24.0	28.8
Subsidy/Pass.	**$1.38**	$1.64	$1.90
Fbx. Recovery	**41.5%**	38.9%	35.2%

Weekday Ridership Route 705



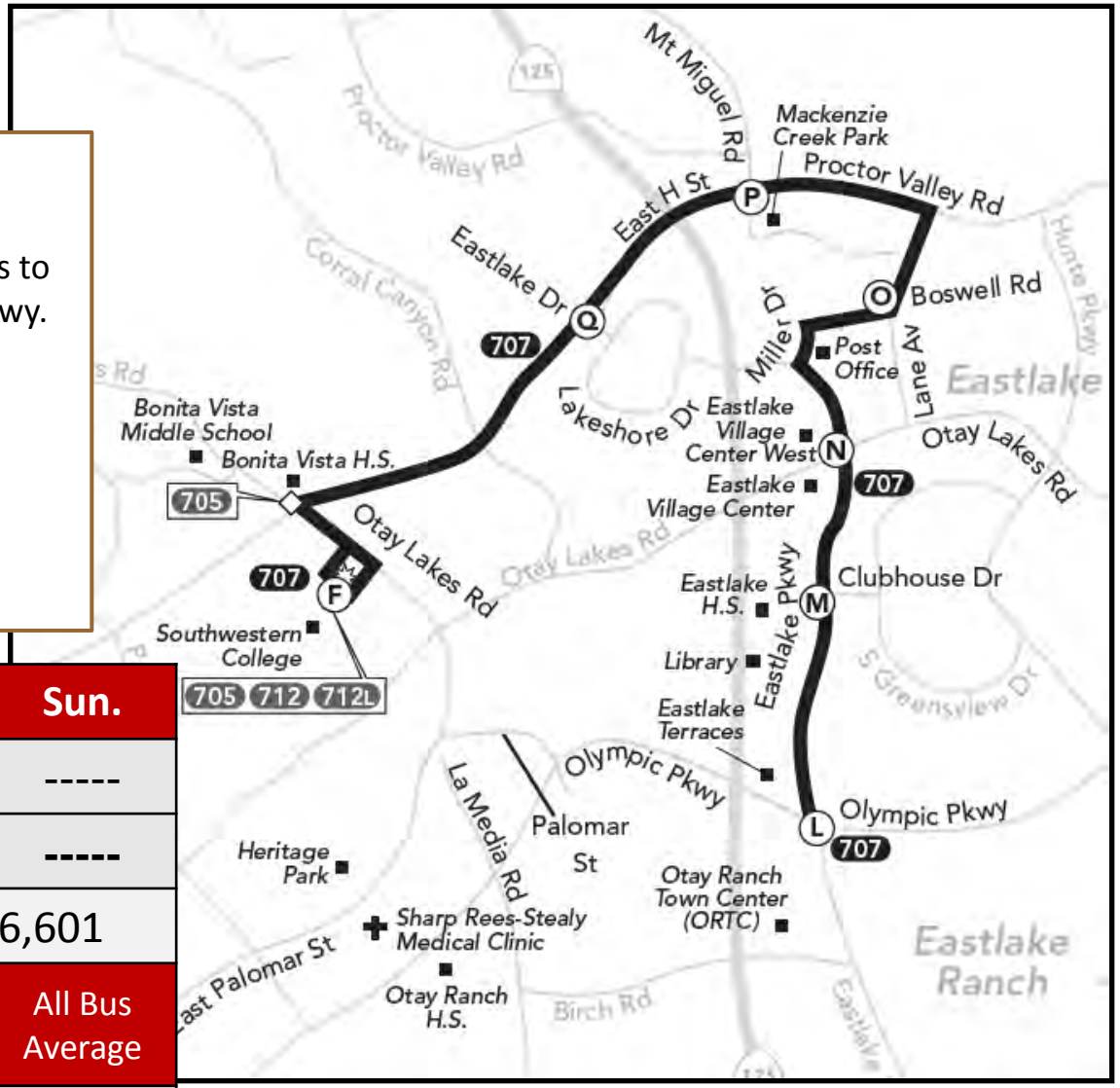
Route 707

Recommendation

- When South Bay Rapid begins:
 - Increase frequency from 60 to 30 minutes to replace Route 709 trips along Eastlake Pkwy.
 - Extend span of service to match current Route 709 trips.

Impacts

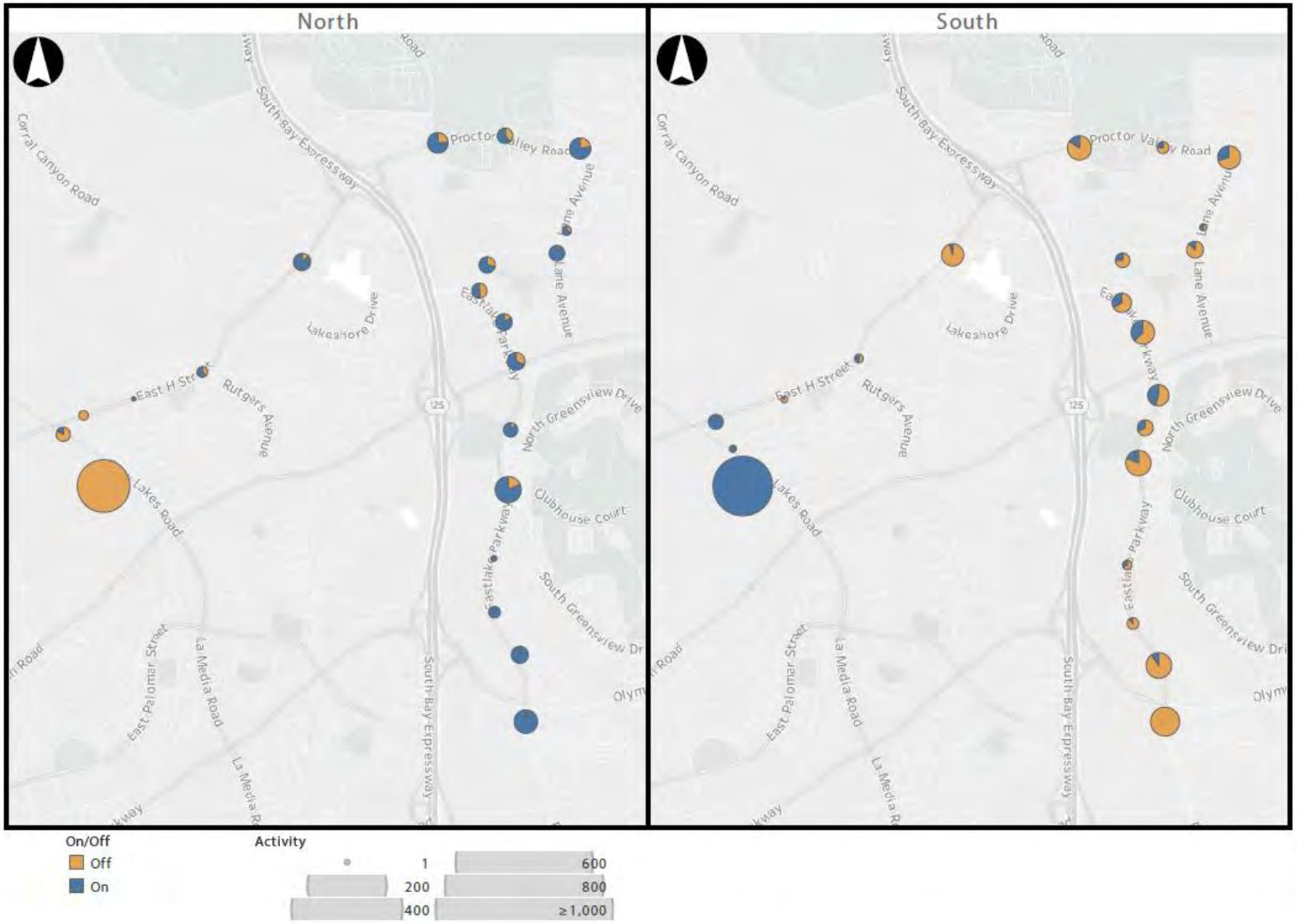
- More capacity and rider flexibility from increased frequency and span.



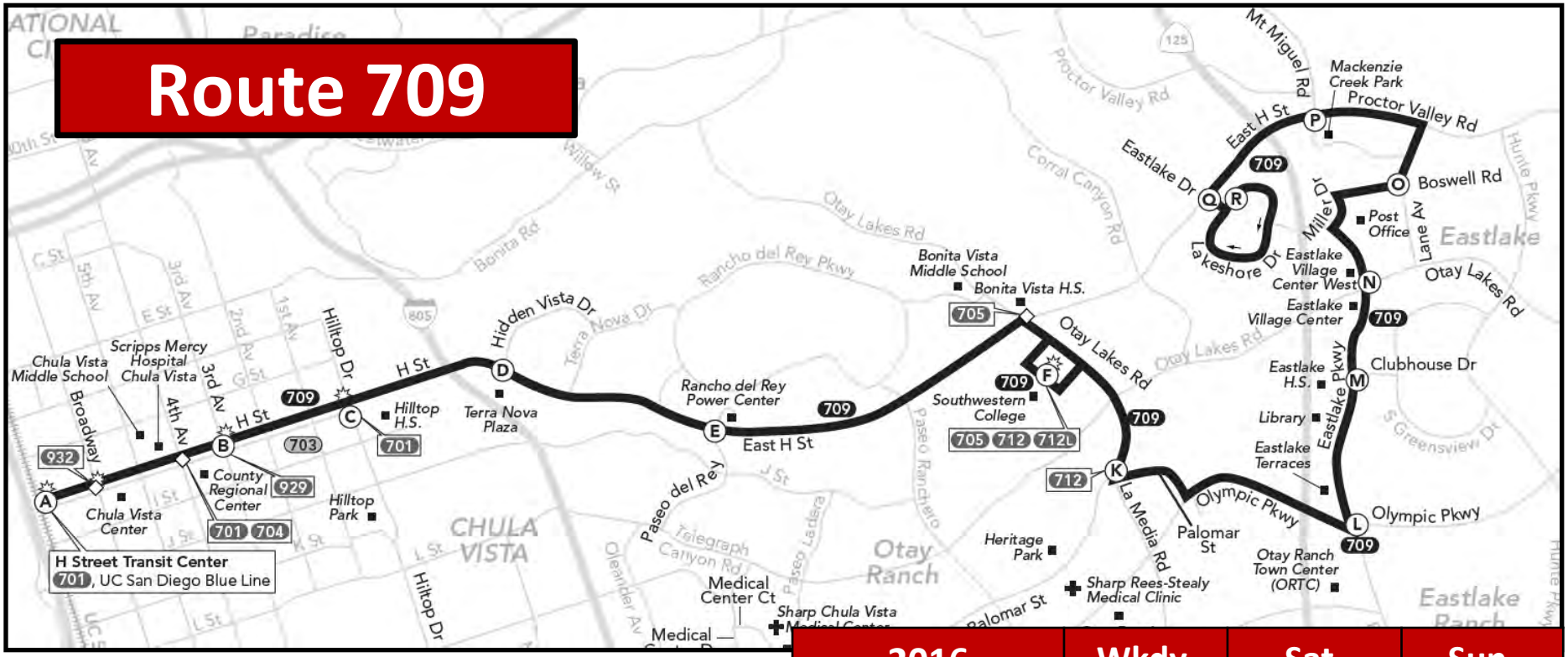
2016	Wkdy.	Sat.	Sun.
Current Freq.	60m	-----	-----
Avg. Pass.	**222**	**-----**	**-----**
Annual Passengers:			56,601

2016	Rt. 707	Category Average	All Bus Average
Pass./Rev. Hr.	**21.2**	24.0	28.8
Subsidy/Pass.	**$2.67**	$1.64	$1.90
Fbx. Recovery	**25.3%**	38.9%	35.2%

Weekday Ridership Route 707



Route 709



Recommendation - Full T.O.P. Alternative

- Restore Sunday service.
- When South Bay Rapid begins:
 - Replace service north of ORTC with increased frequency on Route 707.
 - Discontinue service around Lakeshore Drive.

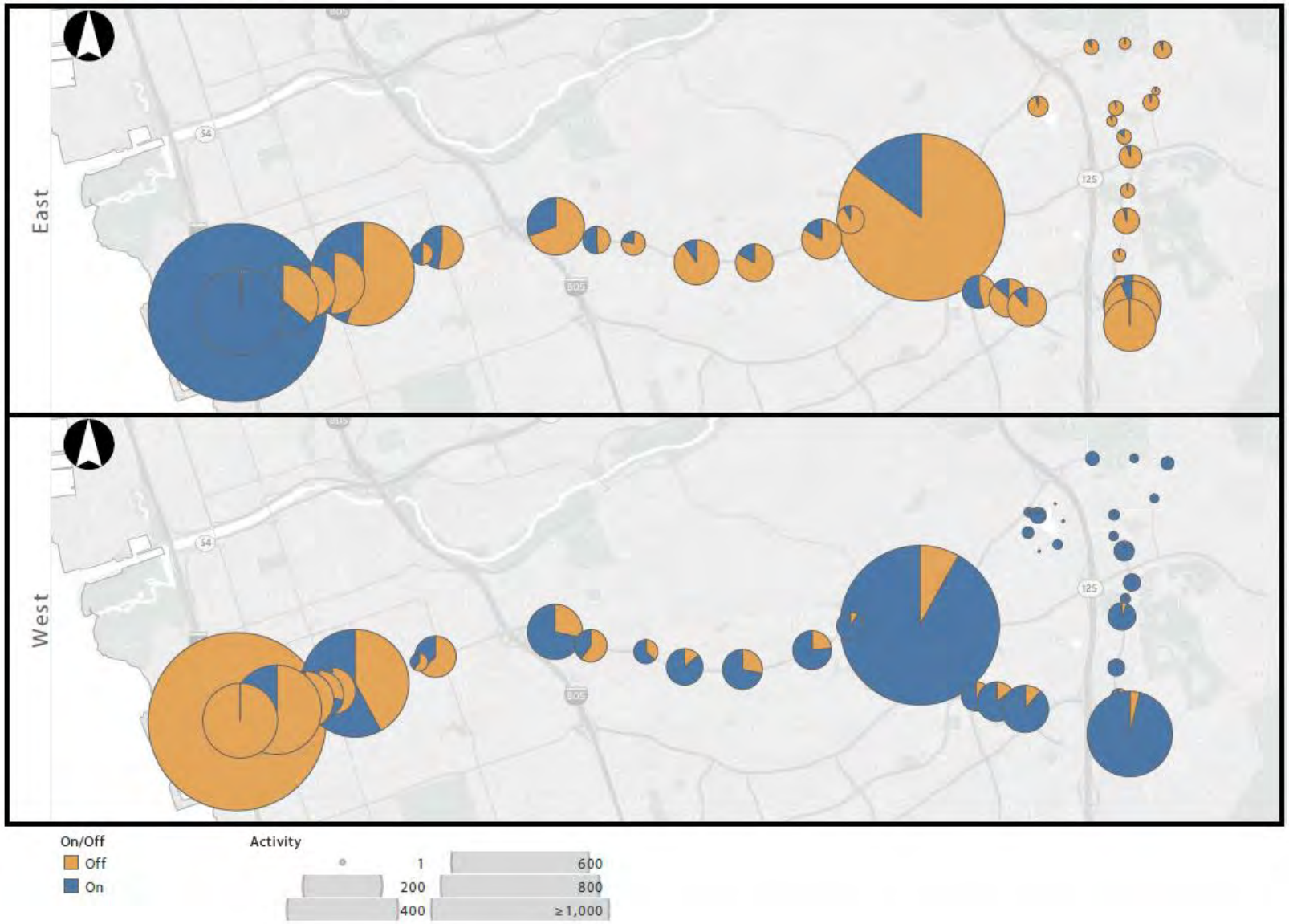
Impacts

- Requires a transfer for some through-service on Route 709.
- Loss of service around Lakeshore Drive.

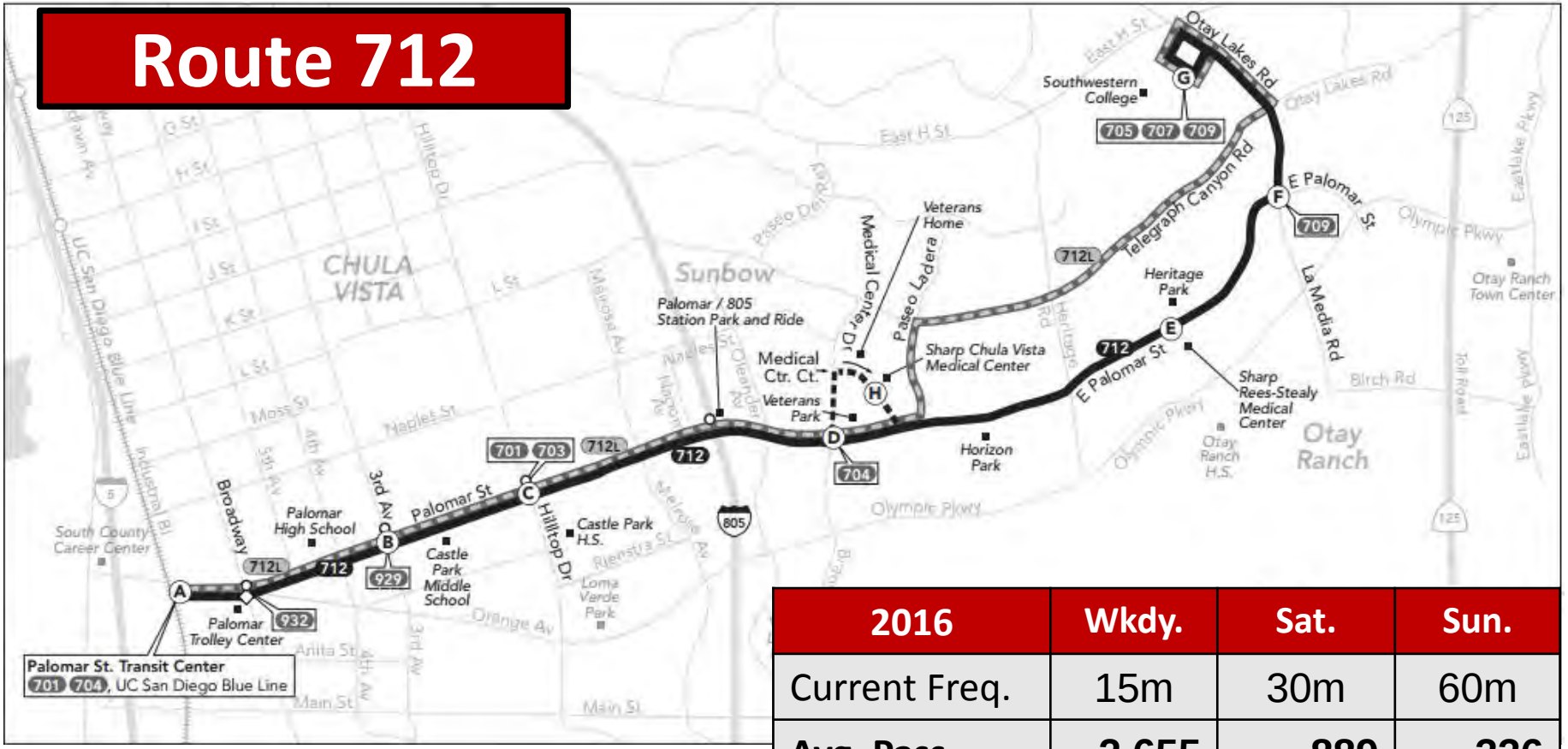
2016	Wkdy.	Sat.	Sun.
Current Freq.	15-30m	30m	-----
Avg. Pass.	**3,608**	**1,185**	**-----**
Annual Passengers:			983,470

2016	Rt. 709	Category Average	All Bus Average
Pass./Rev. Hr.	**35.3**	31.2	28.8
Subsidy/Pass.	**$1.00**	$1.79	$1.90
Fbx. Recovery	**49.3%**	36.5%	35.2%

Weekday Ridership Route 709



Route 712



2016	Wkdy.	Sat.	Sun.
Current Freq.	15m	30m	60m
Avg. Pass.	**2,655**	**889**	**336**
Annual Passengers:			745,622

2016	Rt. 712	Category Average	All Bus Average
Pass./Rev. Hr.	**24.7**	31.2	28.8
Subsidy/Pass.	**$1.50**	$1.76	$1.90
Fbx. Recovery	**39.9%**	36.5%	35.2%

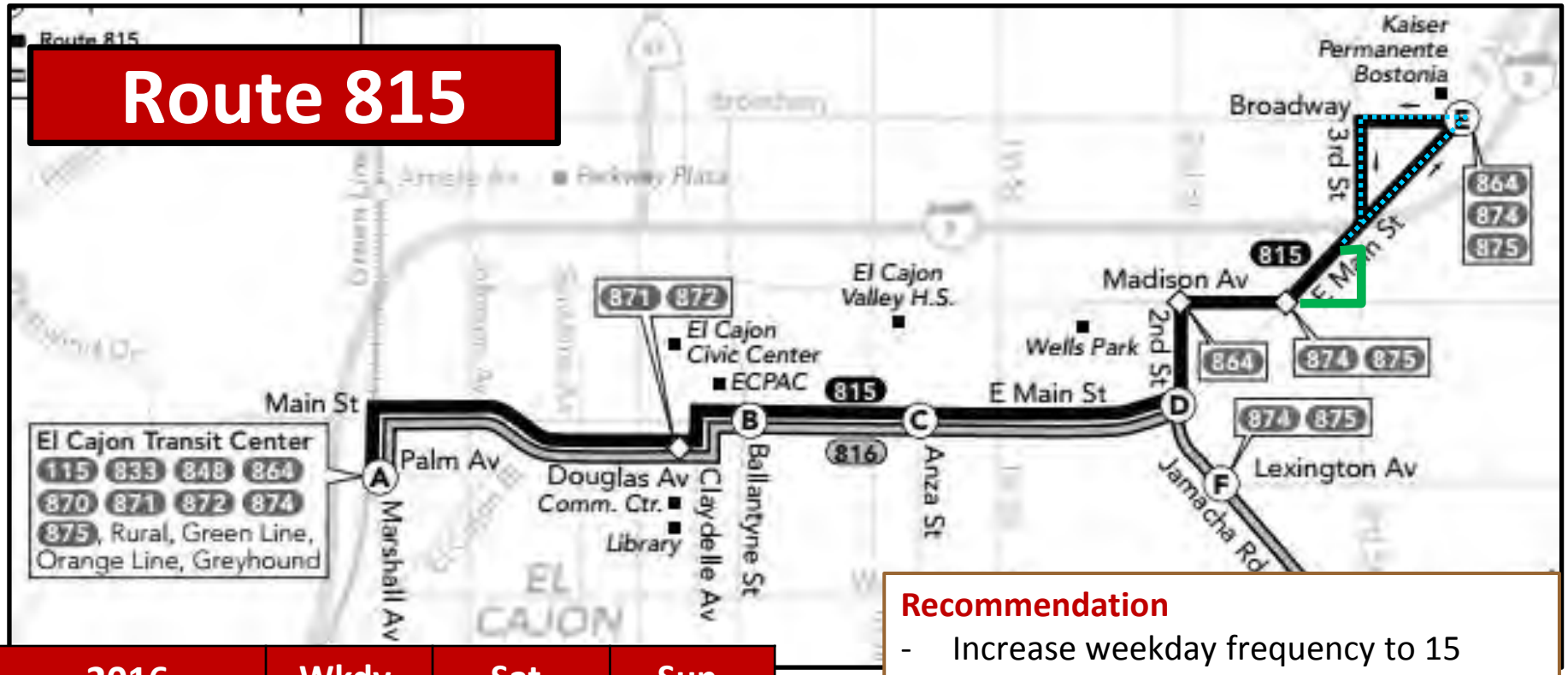
Recommendation

- No proposed changes.

Weekday Ridership Route 712



Route 815



2016	Wkdy.	Sat.	Sun.
Current Freq.	30m	30m	30m
Avg. Pass.	**1,026**	**794**	**622**
Annual Passengers:		341,942	

2016	Rt. 815	Category Average	All Bus Average
Pass./Rev. Hr.	**31.3**	24.0	28.8
Subsidy/Pass.	**$0.37**	$1.64	$1.90
Fbx. Recovery	**74.6%**	38.9%	35.2%

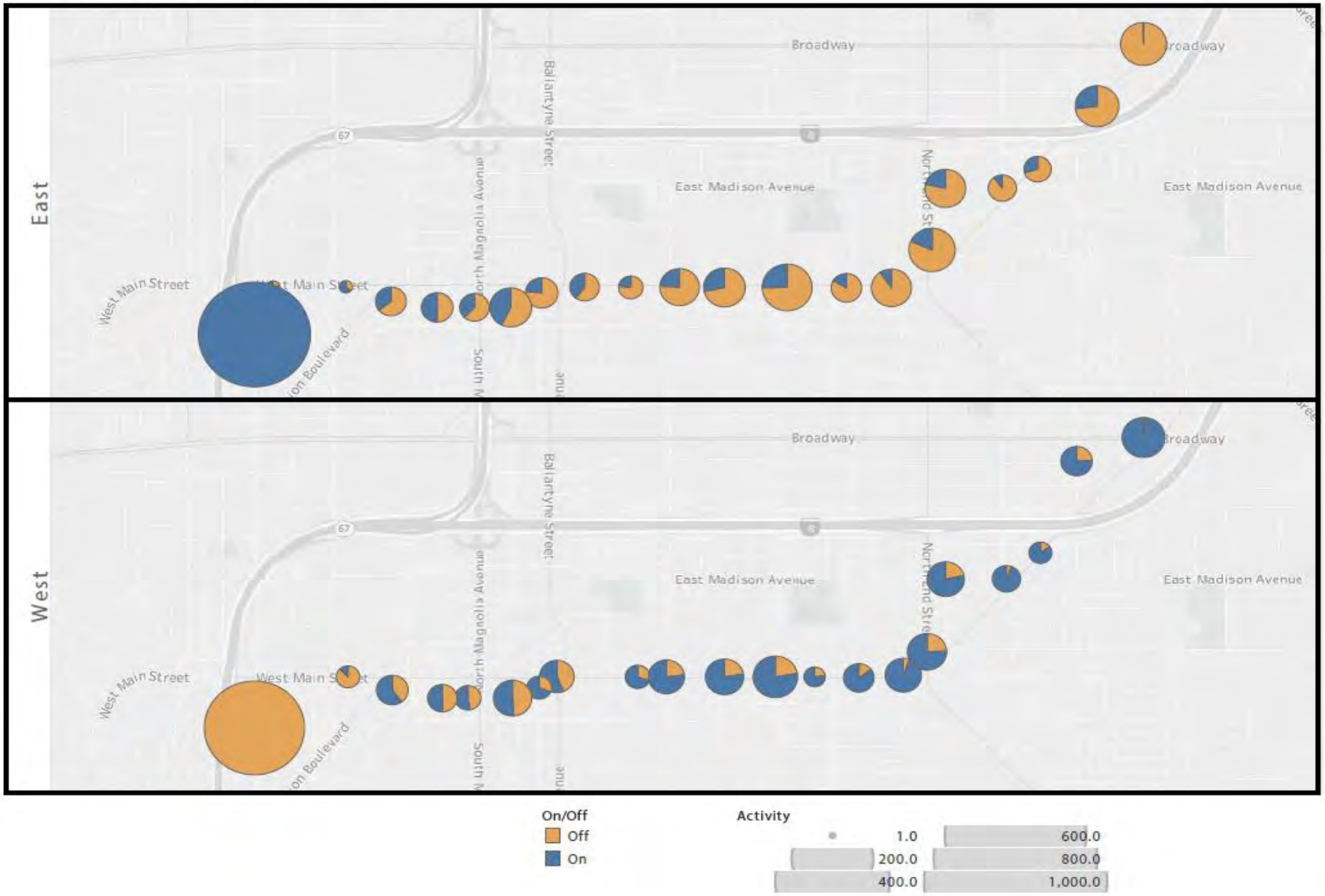
Recommendation

- Increase weekday frequency to 15 minutes.
- Shorten route to turn around on the east end at E. Main St./Oakdale Ave.

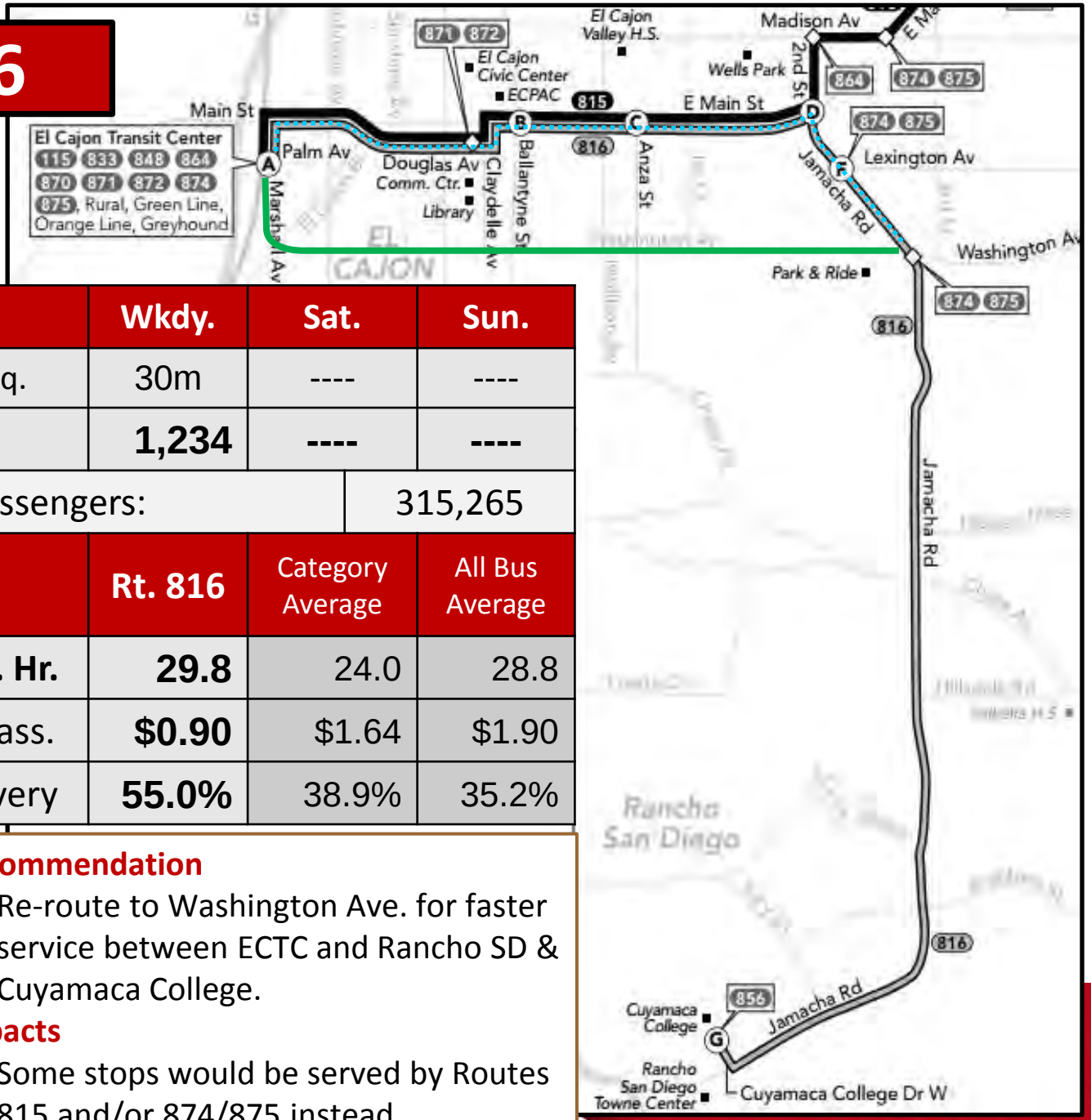
Impacts

- Some stops would be served by Routes 864 and/or 874/875 instead.
- More capacity and rider flexibility from increased frequency.

Weekday Ridership Route 815



Route 816



2016	Wkdy.	Sat.	Sun.
Current Freq.	30m	----	----
Avg. Pass.	**1,234**	**----**	**----**
Annual Passengers:			315,265

2016	Rt. 816	Category Average	All Bus Average
Pass./Rev. Hr.	**29.8**	24.0	28.8
Subsidy/Pass.	**$0.90**	$1.64	$1.90
Fbx. Recovery	**55.0%**	38.9%	35.2%

Recommendation

- Re-route to Washington Ave. for faster service between ECTC and Rancho SD & Cuyamaca College.

Impacts

- Some stops would be served by Routes 815 and/or 874/875 instead.

Weekday Ridership Route 816



Route 832

2016	Wkdy.	Sat.	Sun.
Current Freq.	60m	60m	60m
Avg. Pass.	**191**	**53**	**62**
Annual Passengers:		55,371	

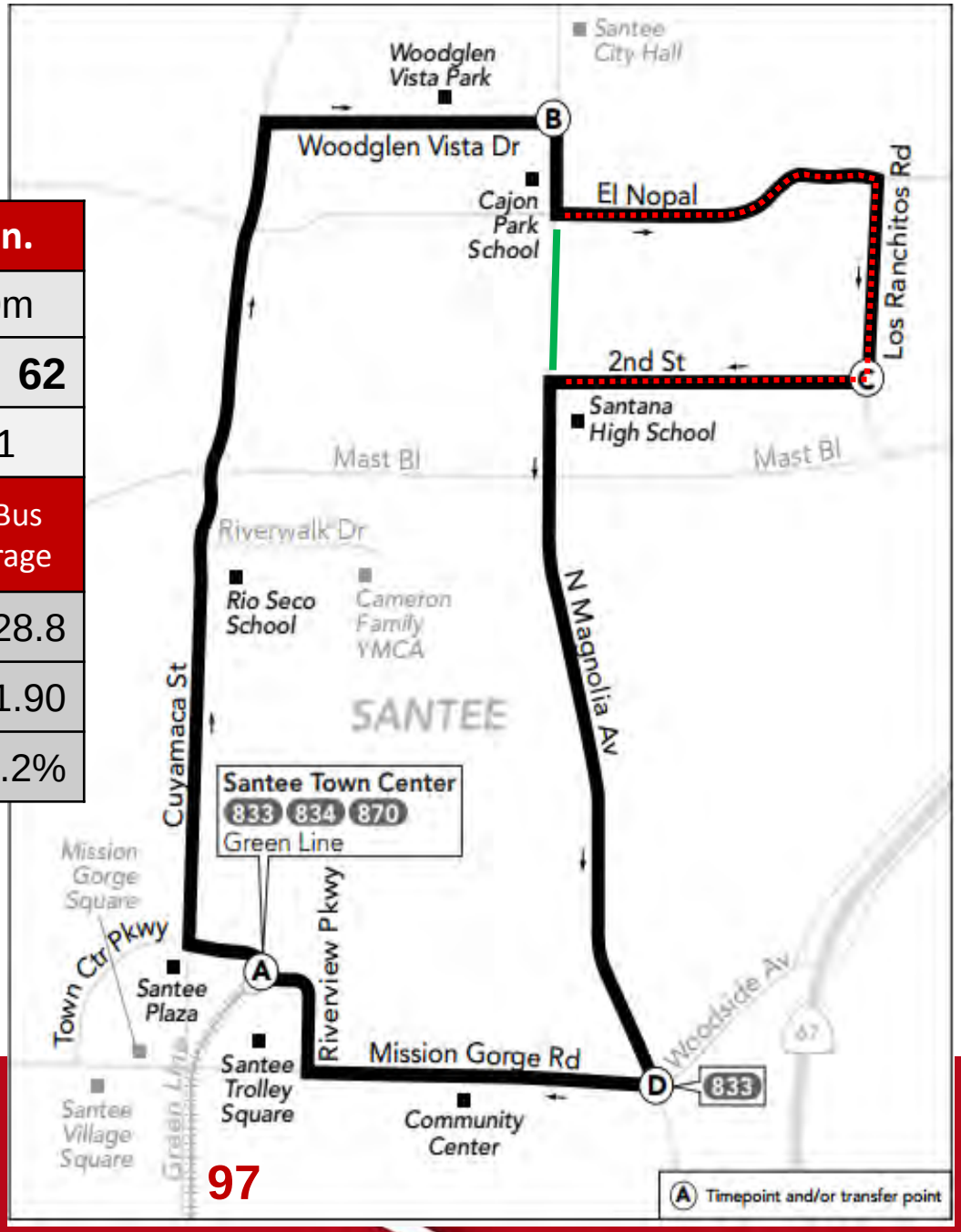
2016	Rt. 832	Category Average	All Bus Average
Pass./Rev. Hr.	**14.9**	24.0	28.8
Subsidy/Pass.	**$1.96**	$1.64	$1.90
Fbx. Recovery	**36.8%**	38.9%	35.2%

Recommendation

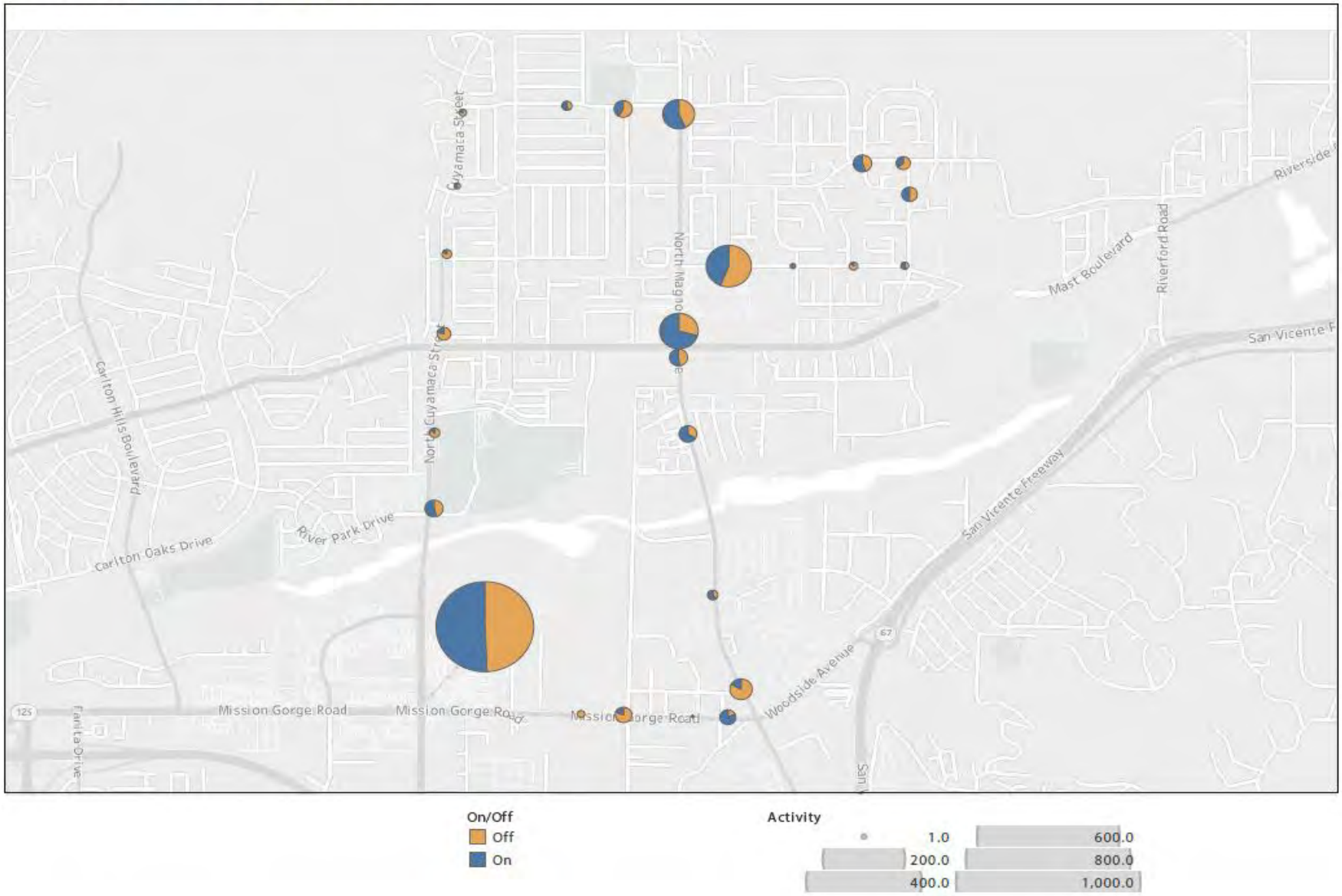
- Streamline route along Magnolia Ave. (discontinue El Nopal/Los Ranchitos Rd. loop).

Impacts

- Loss of 19 weekday boardings beyond ¼ mile of Magnolia Ave.
- Slight reduction in ADA service area.



Weekday Ridership Route 832



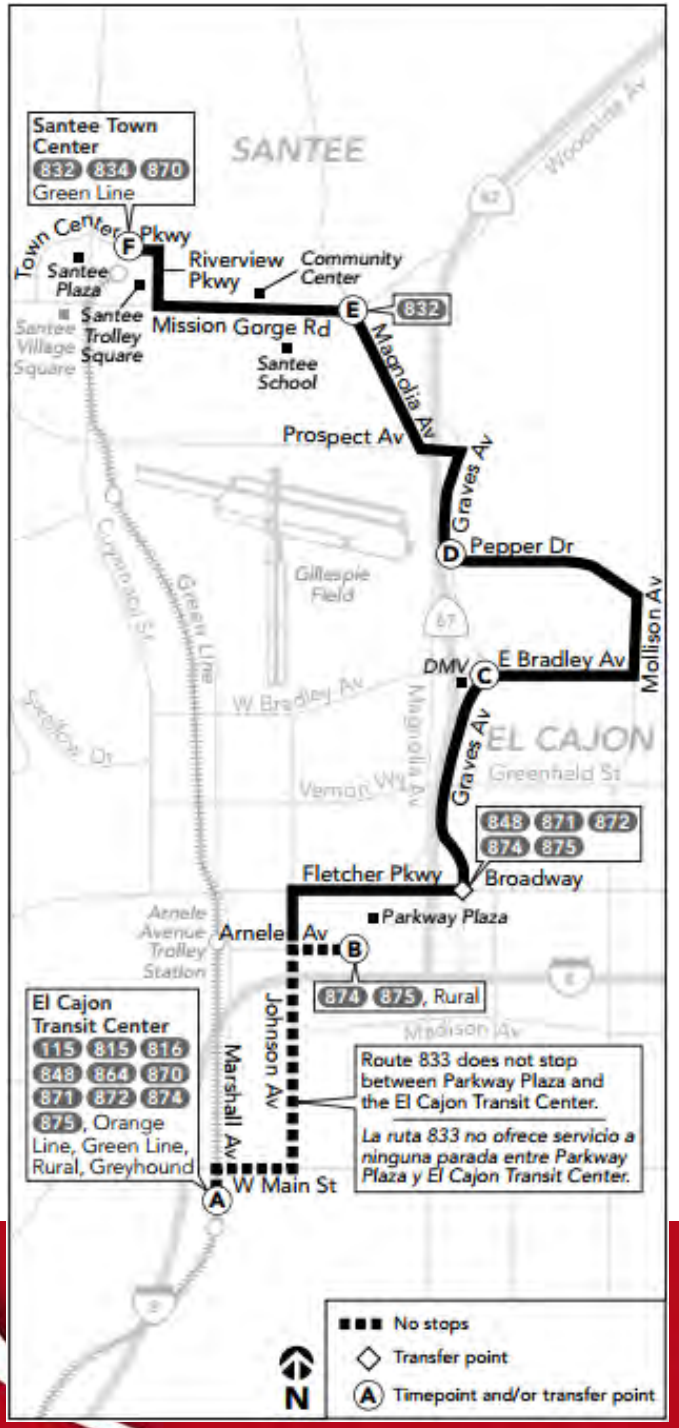
Route 833

2016	Wkdy.	Sat.	Sun.
Current Freq.	45m	60m	60m
Avg. Pass.	**400**	**225**	**116**
Annual Passengers:			121,049

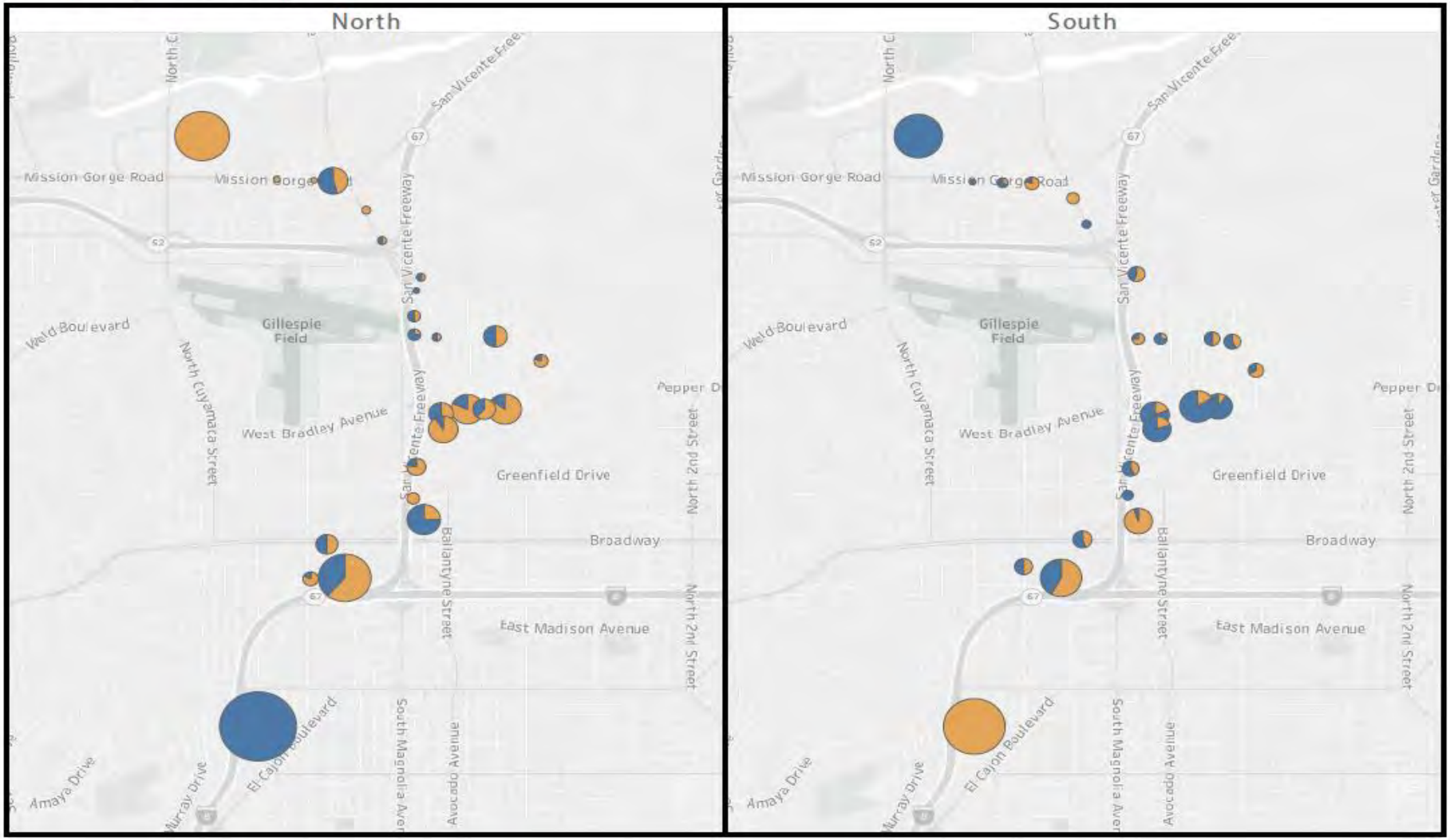
2016	Rt. 833	Category Average	All Bus Average
Pass./Rev. Hr.	**17.0**	24.0	28.8
Subsidy/Pass.	**$1.71**	$1.64	$1.90
Fbx. Recovery	**37.3%**	38.9%	35.2%

Recommendation

- No proposed changes.



Weekday Ridership Route 833



Route 834

2016	Wkdy.	Sat.	Sun.
Current Daily Trips	5 trips	----	----
Avg. Pass.	**65**	**----**	**----**
Annual Passengers:			16,195

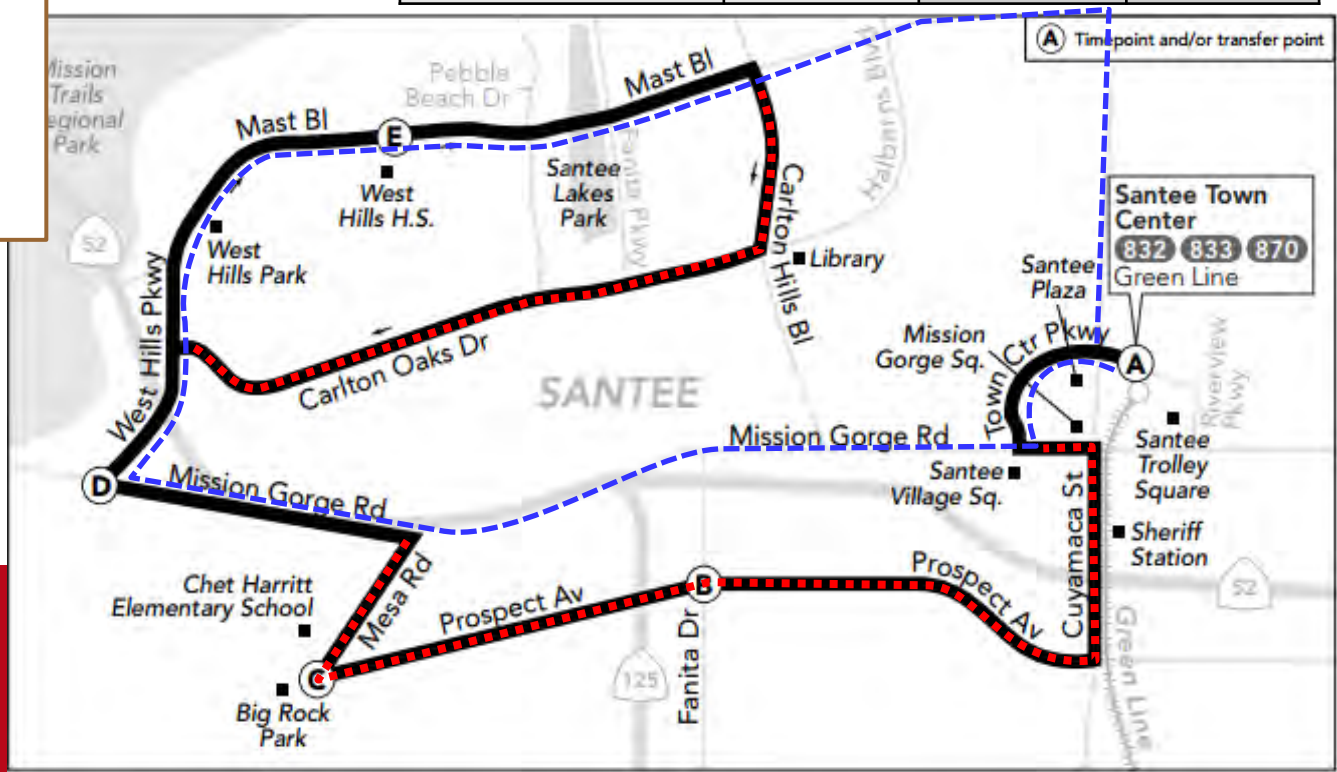
2016	Rt. 834	Category Average	All Bus Average
Pass./Rev. Hr.	**13.8**	24.0	28.8
Subsidy/Pass.	**$4.23**	$1.64	$1.90
Fbx. Recovery	**22.0%**	38.9%	35.2%

Recommendation

- Restructure into an hourly weekday loop serving Mast Blvd. and Mission Gorge Rd.
- Far more usable service for most potential riders
- Serves mobile home parks along Mission Gorge Rd.

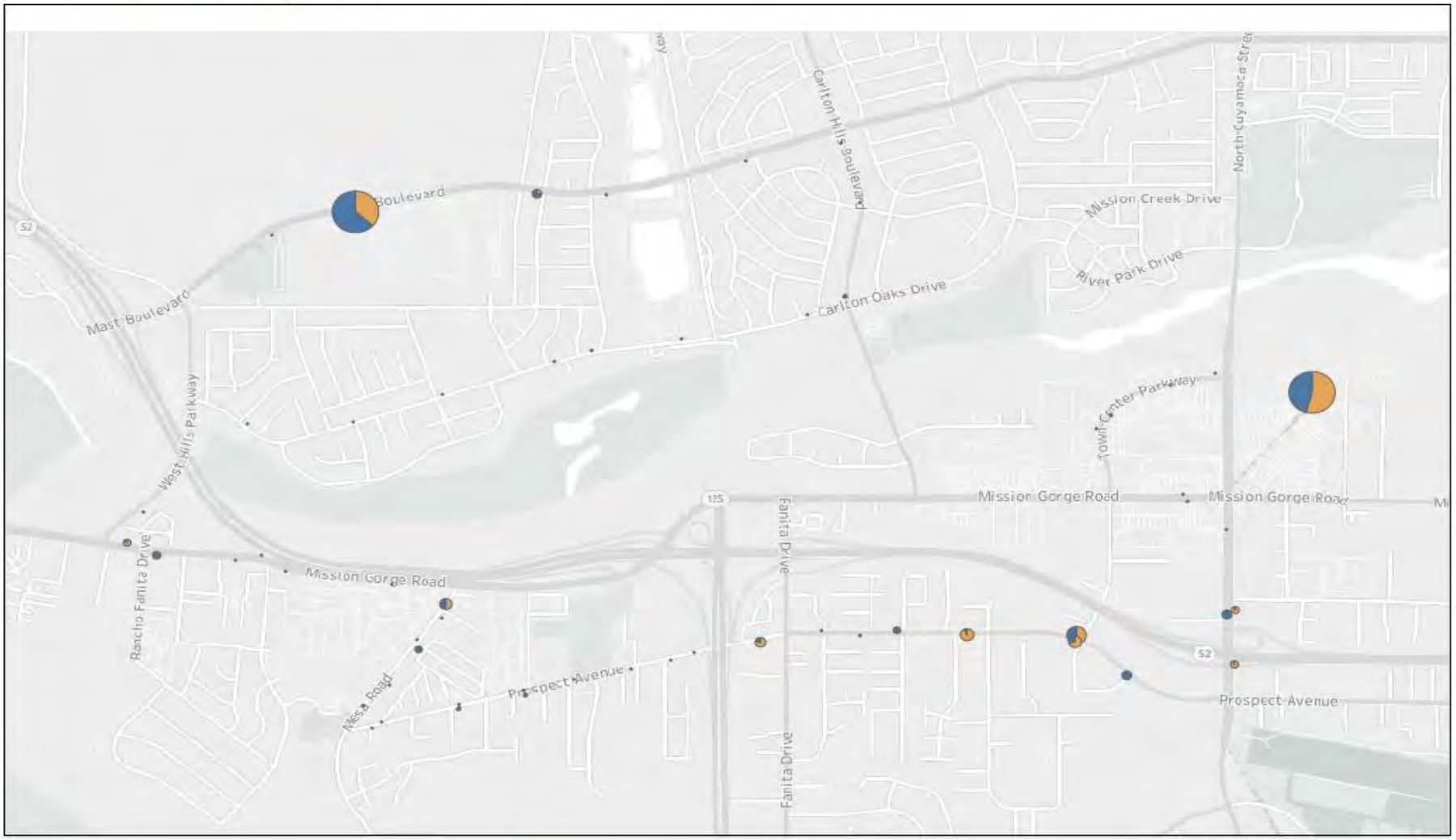
Impacts

- Loss of service along Prospect Ave., Carlton Oaks Dr.
- Service not tailored to high school schedules.



MTS 101

Weekday Ridership Route 834



On/Off
- Off
- On

Activity
- ≤ 1.00
- 200.00
- 400.00
- 600.00
- 800.00
- 1,000.00

Route 848

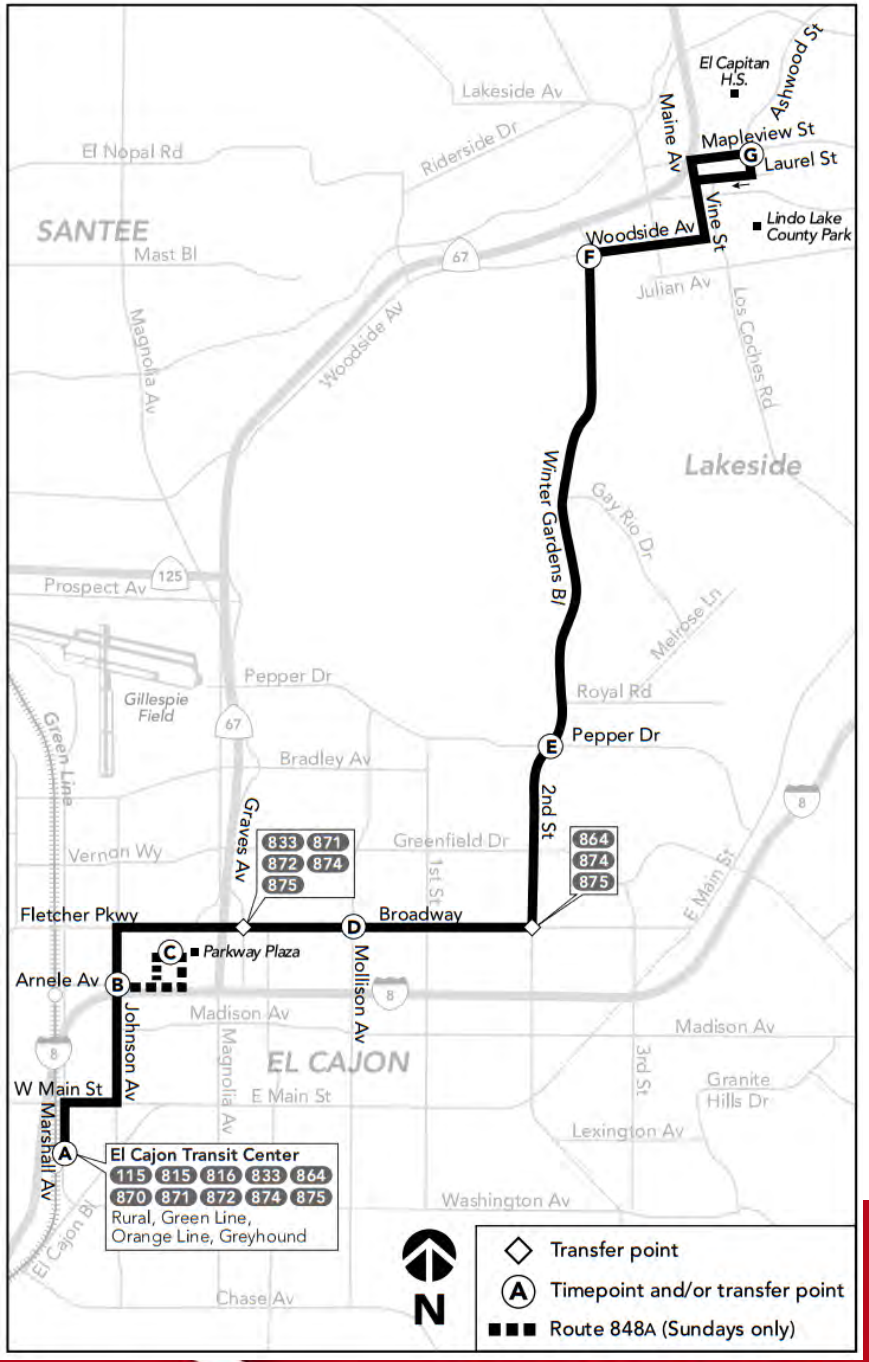
2016	Wkdy.	Sat.	Sun.
Current Freq.	30m	60m	60m
Avg. Pass.	**1,280**	**540**	**549**
Annual Passengers:		389,820	

2016	Rt. 848	Category Average	All Bus Average
Pass./Rev. Hr.	**26.7**	24.0	28.8
Subsidy/Pass.	**$1.22**	$1.64	$1.90
Fbx. Recovery	**46.6%**	38.9%	35.2%

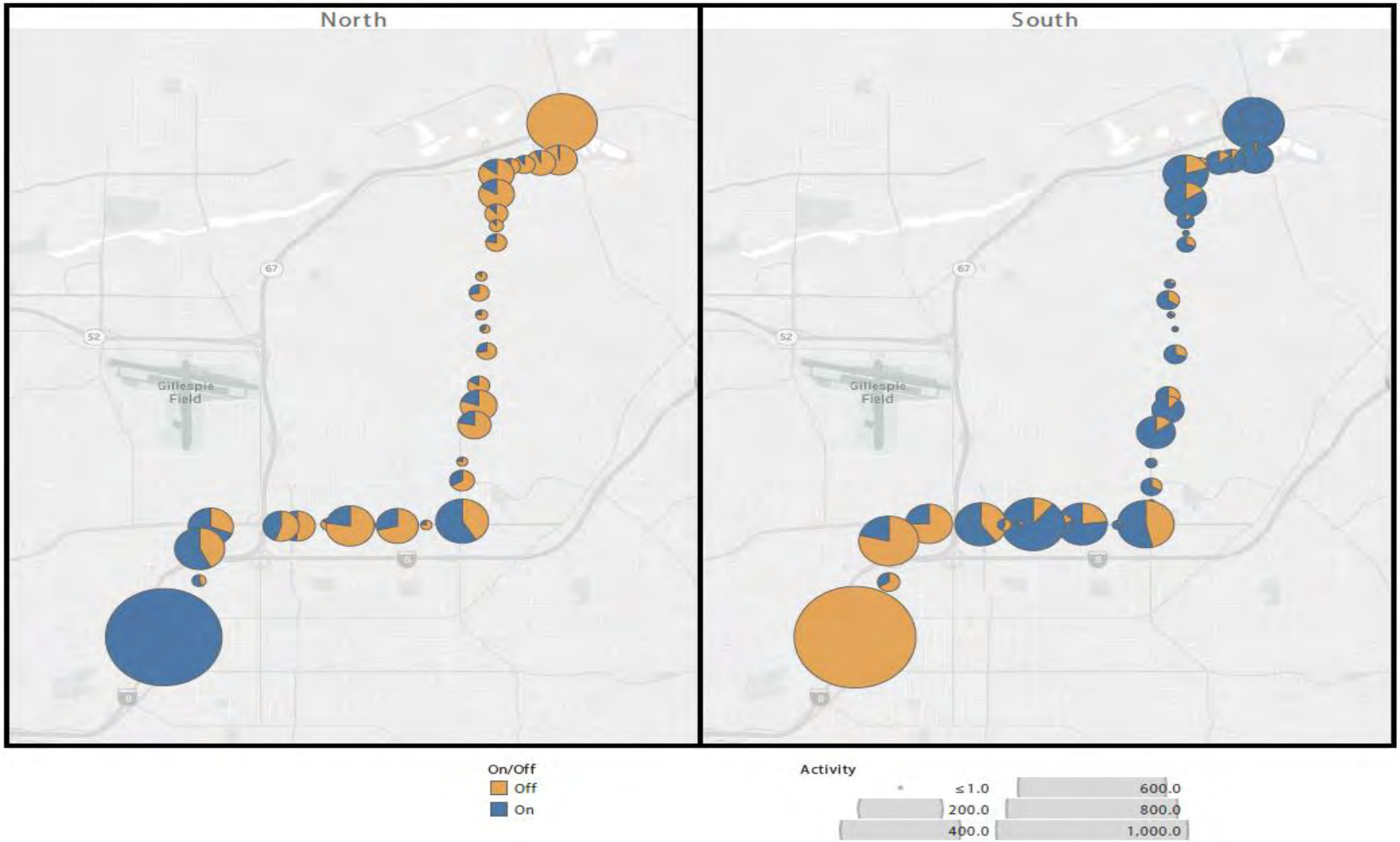
Recommendation

- No proposed changes.

(Lakeside extension implemented in June 2017.)



Weekday Ridership Route 848



Route 851

2016	Wkdy.	Sat.	Sun.
Current Freq.	45-60m	----	----
Avg. Pass.	**291**	**----**	**----**
Annual Passengers:			74,441

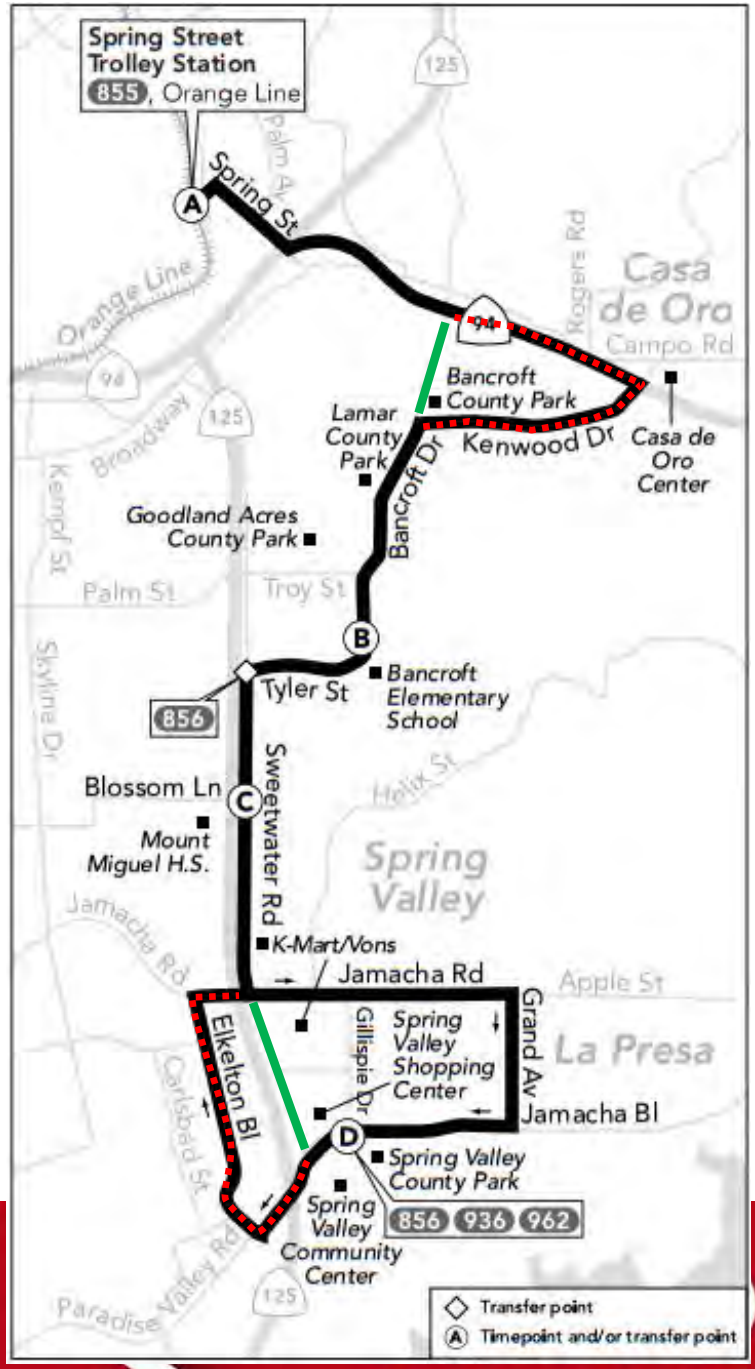
2016	Rt. 851	Category Average	All Bus Average
Pass./Rev. Hr.	**16.1**	14.6	28.8
Subsidy/Pass.	**$1.92**	$2.21	$1.90
Fbx. Recovery	**33.6%**	31.2%	35.2%

Recommendation

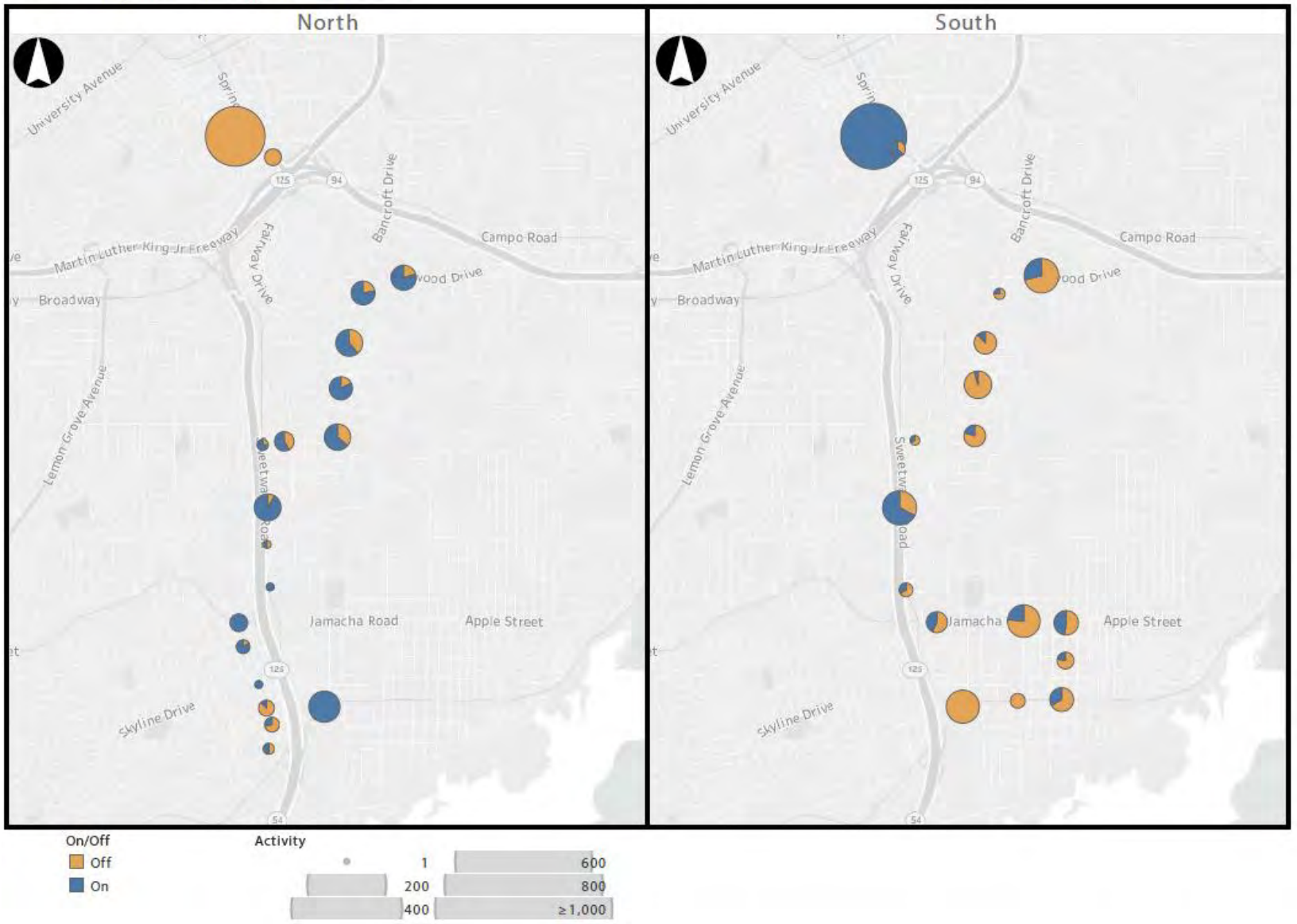
- Streamline route via:
 - Bancroft Dr. instead of Kenwood Dr.
 - Sweetwater Rd. instead of Elkelton Blvd.
- Allows for even 60 min. headway all day with one bus.

Impacts

- Discontinuation of service along Kenwood Drive.
 - 100% of trip ends within 1/3 mi. of Bancroft Dr.
- Discontinuation of service along Elkelton Blvd.
 - 99% of trip ends within 1/3 mile of Rt. 962 on Paradise Valley Rd. or Rt. 936 on Jamacha Rd.



Weekday Ridership Route 851



Route 854

2016	Wkdy.	Sat.	Sun.
Current Freq.	60/60m	60m	----
Avg. Pass.	**627**	**165**	**----**
Annual Passengers:		169,460	

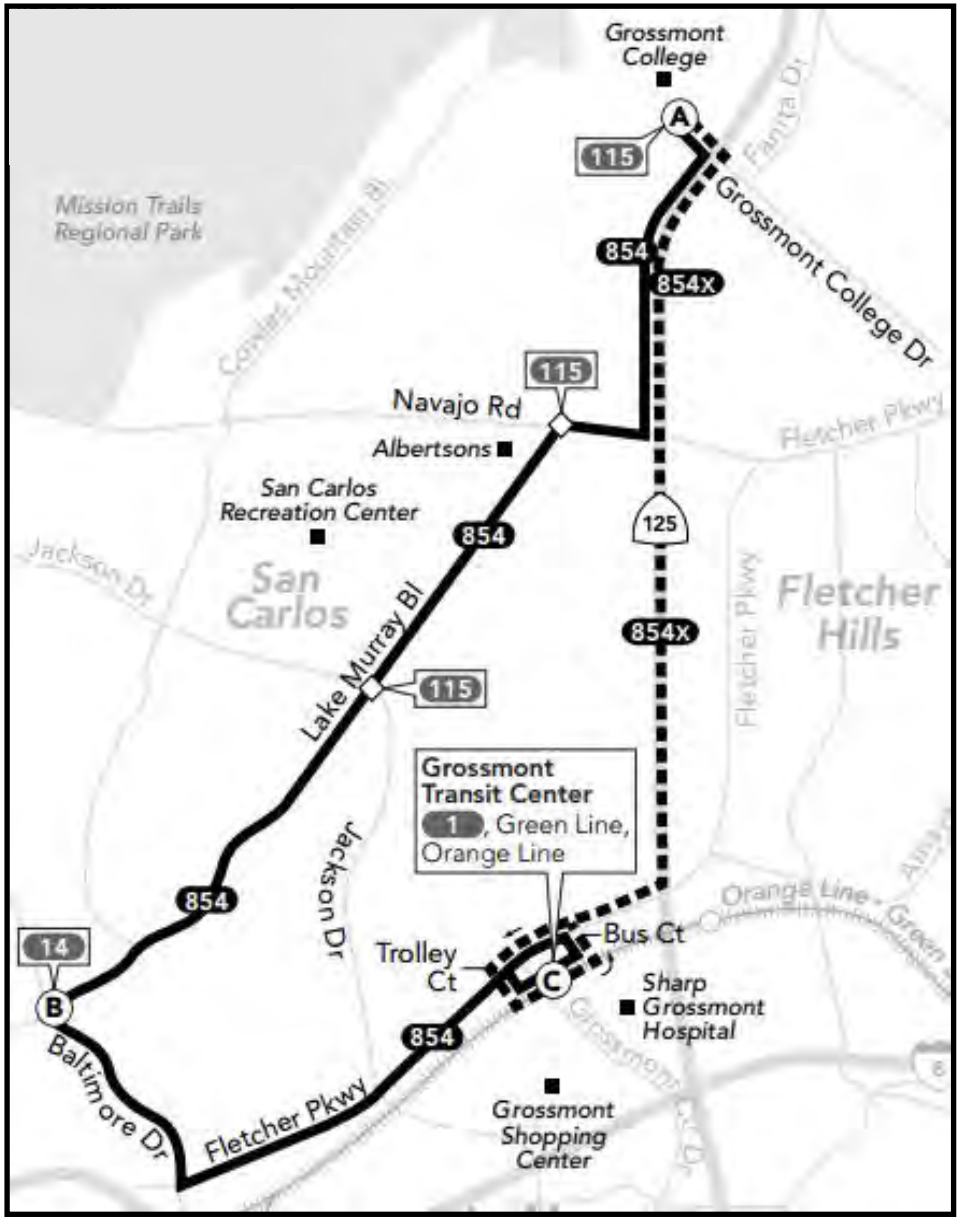
2016	Rt. 854	Category Average	All Bus Average
Pass./Rev. Hr.	**23.4**	24.0	28.8
Subsidy/Pass.	**$1.62**	$1.64	$1.90
Fbx. Recovery	**40.8%**	38.9%	35.2%

Recommendation

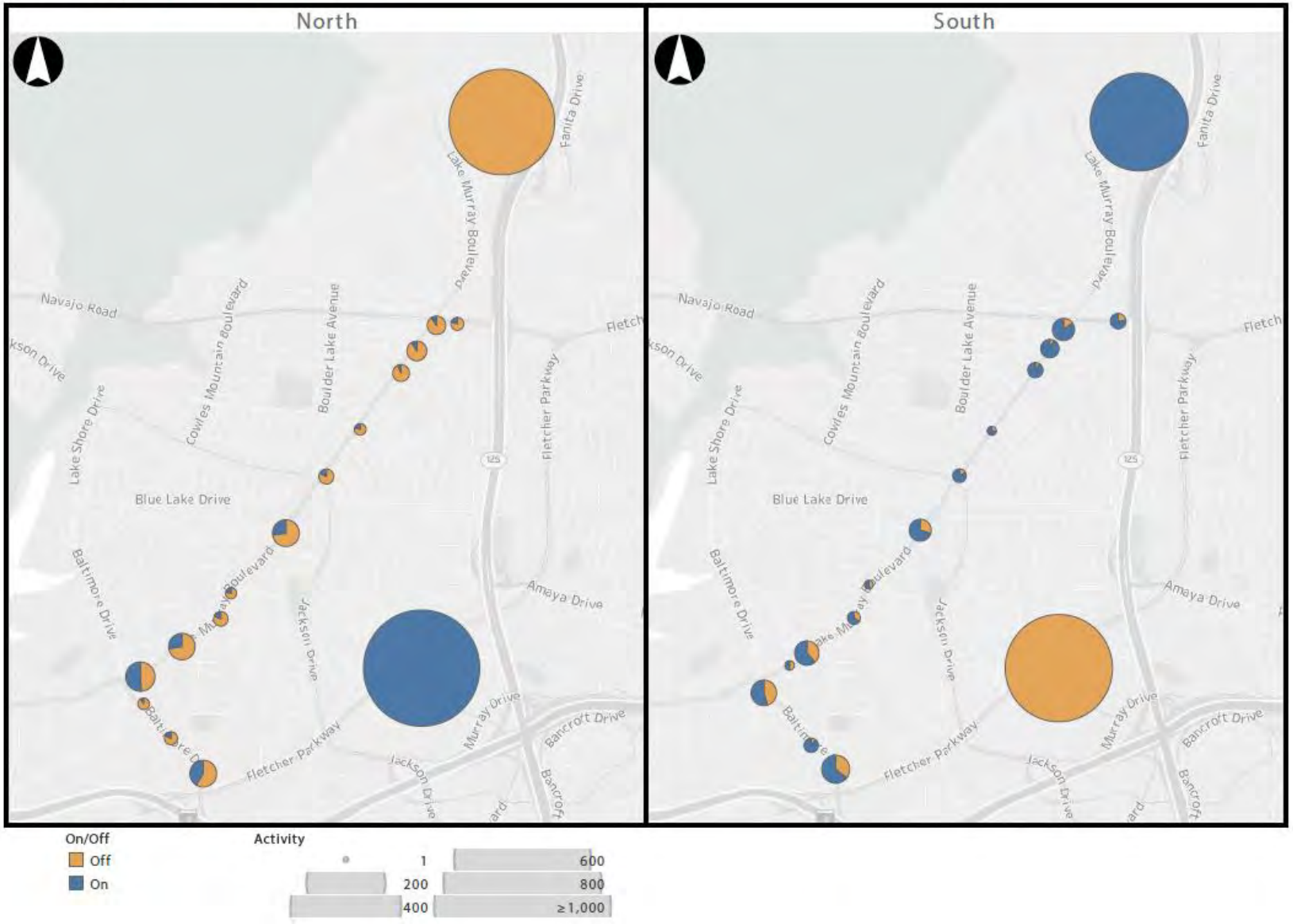
- Minor adjustment of night service between 854 and 854X.

Impacts

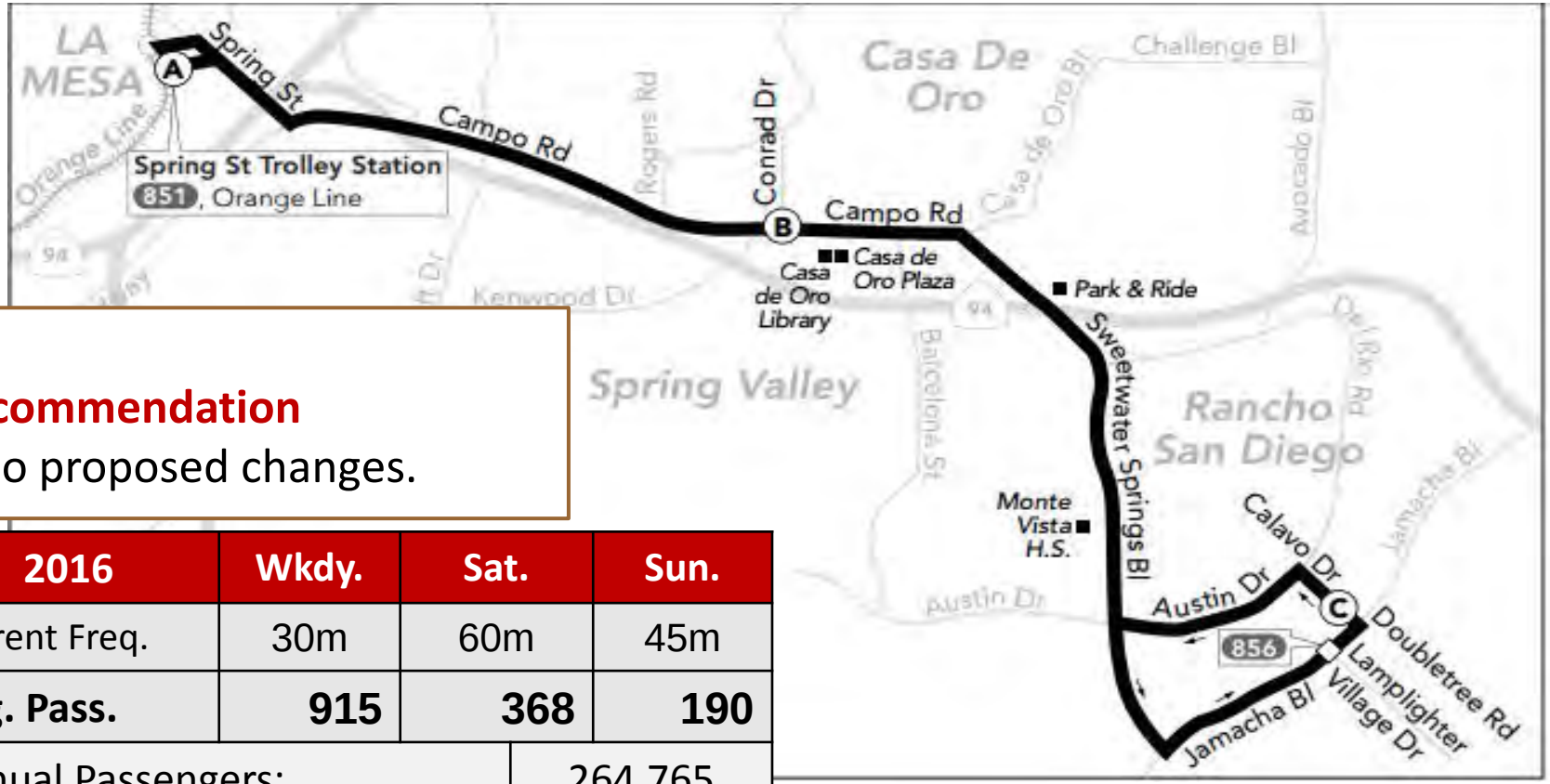
- Possible minor impacts to be determined.



Weekday Ridership Route 854



Route 855



Recommendation

- No proposed changes.

2016	Wkdy.	Sat.	Sun.
Current Freq.	30m	60m	45m
Avg. Pass.	**915**	**368**	**190**
Annual Passengers:			264,765

2016	Rt. 855	Category Average	All Bus Average
Pass./Rev. Hr.	**28.9**	24.0	28.8
Subsidy/Pass.	**$0.86**	$1.64	$1.90
Fbx. Recovery	**55.9%**	38.9%	35.2%

Weekday Ridership Route 855



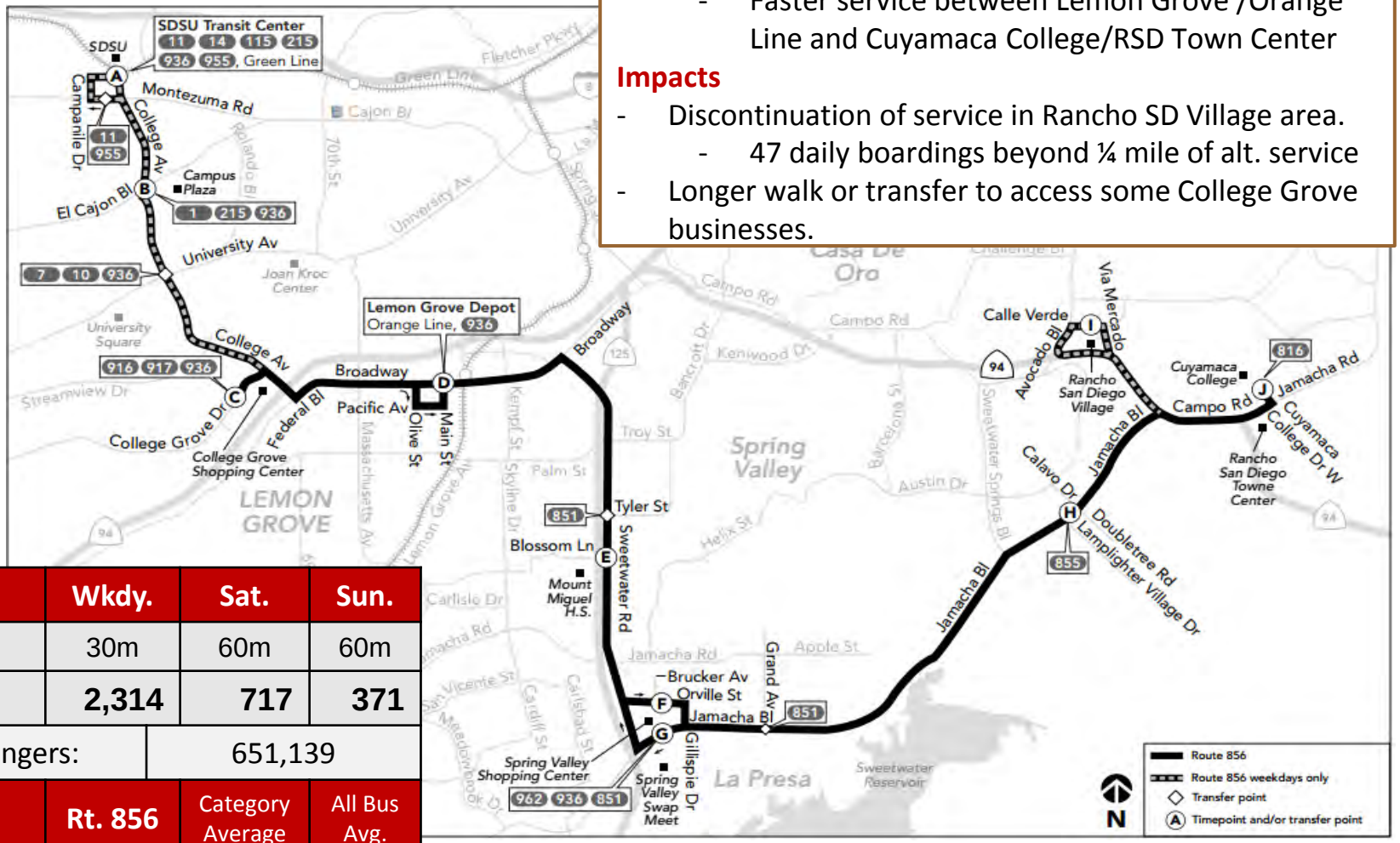
Route 856

Recommendation

- Discontinue service to Rancho San Diego Village.
- Discontinue segment into College Grove Drive.
 - Faster service between Lemon Grove and SDSU
 - Faster service between Lemon Grove /Orange Line and Cuyamaca College/RSD Town Center

Impacts

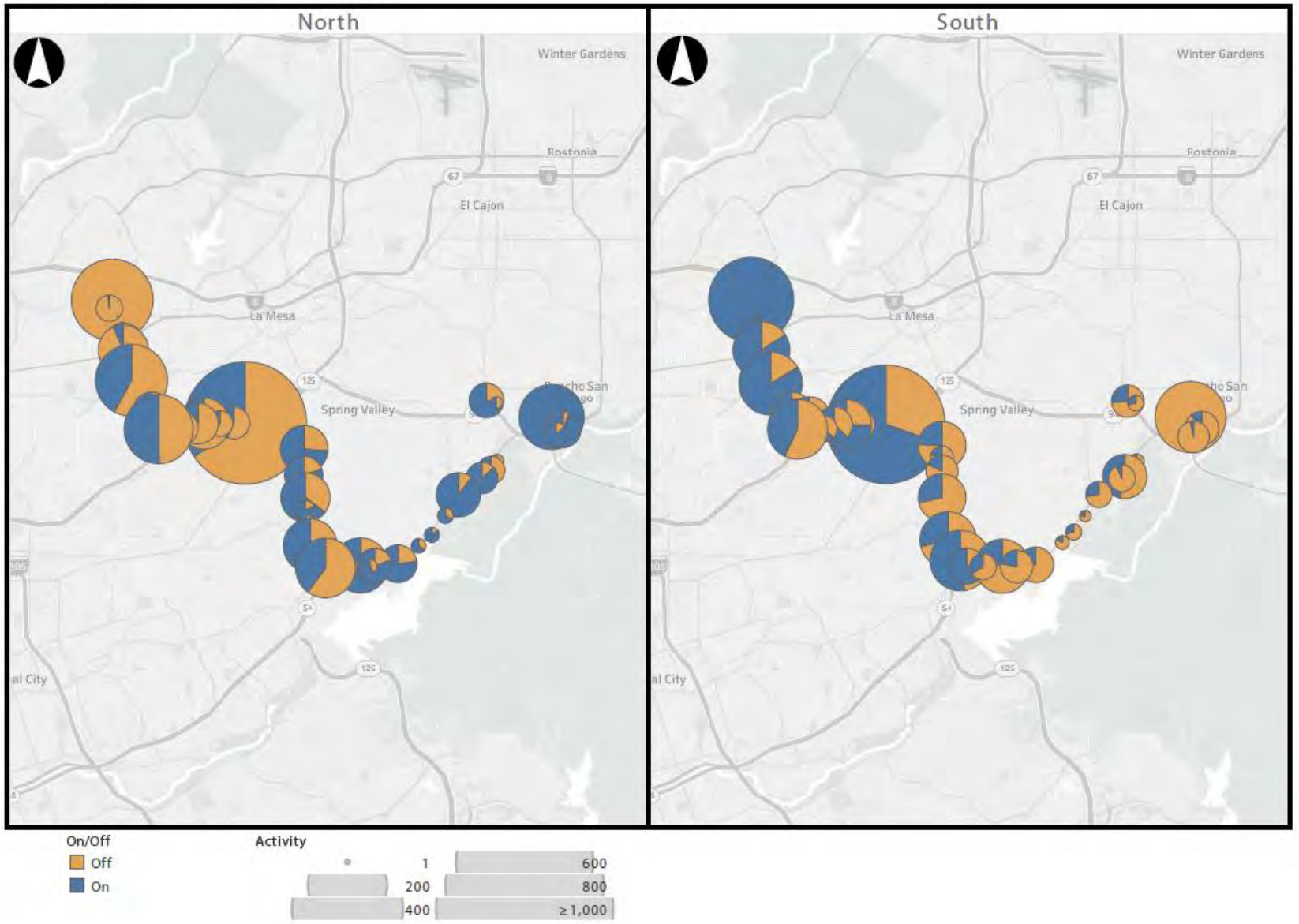
- Discontinuation of service in Rancho SD Village area.
 - 47 daily boardings beyond ¼ mile of alt. service
- Longer walk or transfer to access some College Grove businesses.



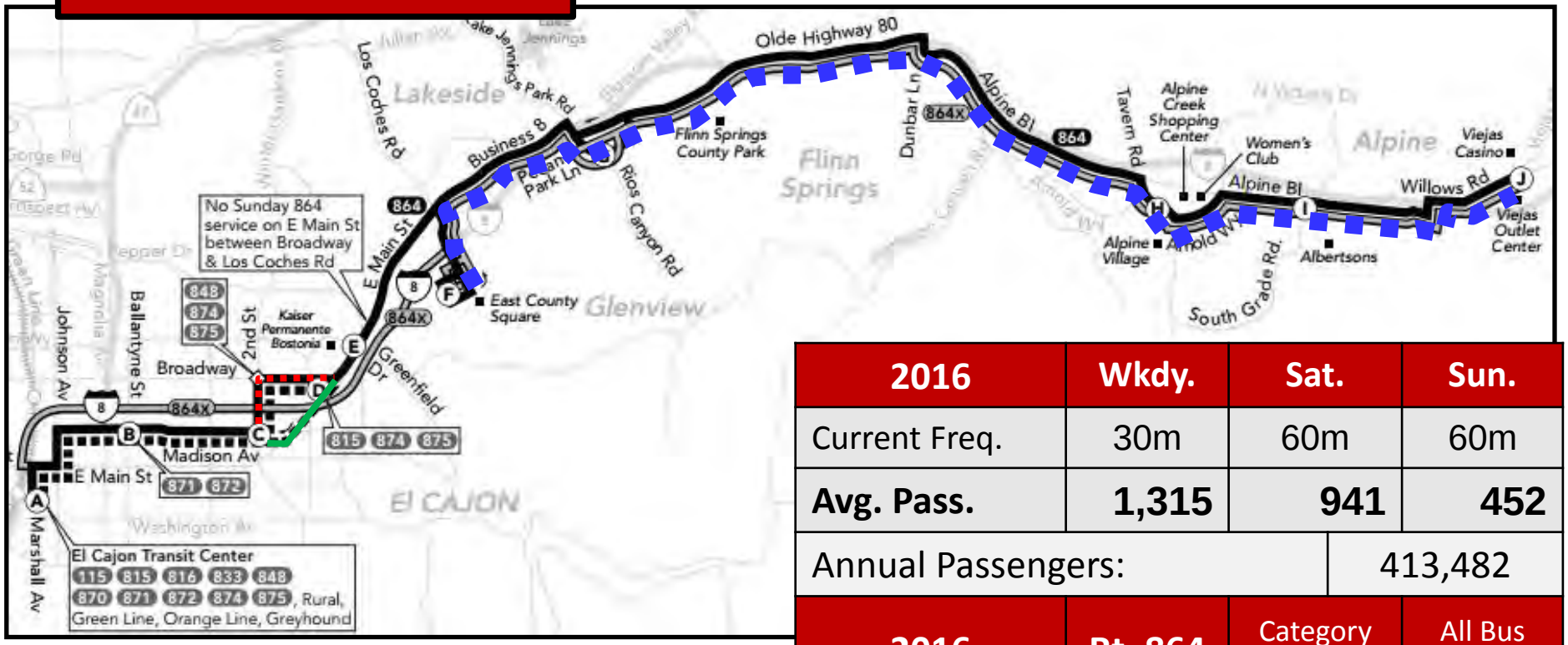
2016	Wkdy.	Sat.	Sun.
Current Freq.	30m	60m	60m
Avg. Pass.	**2,314**	**717**	**371**
Annual Passengers:		651,139	

2016	Rt. 856	Category Average	All Bus Avg.
Pass./Rev. Hr.	**27.2**	24.0	28.8
Subsidy/Pass.	**$1.52**	$1.64	$1.90
Fbx. Recovery	**41.8%**	38.9%	35.2%

Weekday Ridership Route 856



Route 864



2016	Wkdy.	Sat.	Sun.
Current Freq.	30m	60m	60m
Avg. Pass.	**1,315**	**941**	**452**
Annual Passengers:			413,482

2016	Rt. 864	Category Average	All Bus Average
Pass./Rev. Hr.	**17.1**	24.0	28.8
Subsidy/Pass.	**$3.42**	$1.64	$1.90
Fbx. Recovery	**23.4%**	38.9%	35.2%

Recommendation

- Replace service east of East County Square and Route 864x with new Route 838.
- Streamline route to use East Main St. between Madison Ave. and Broadway.

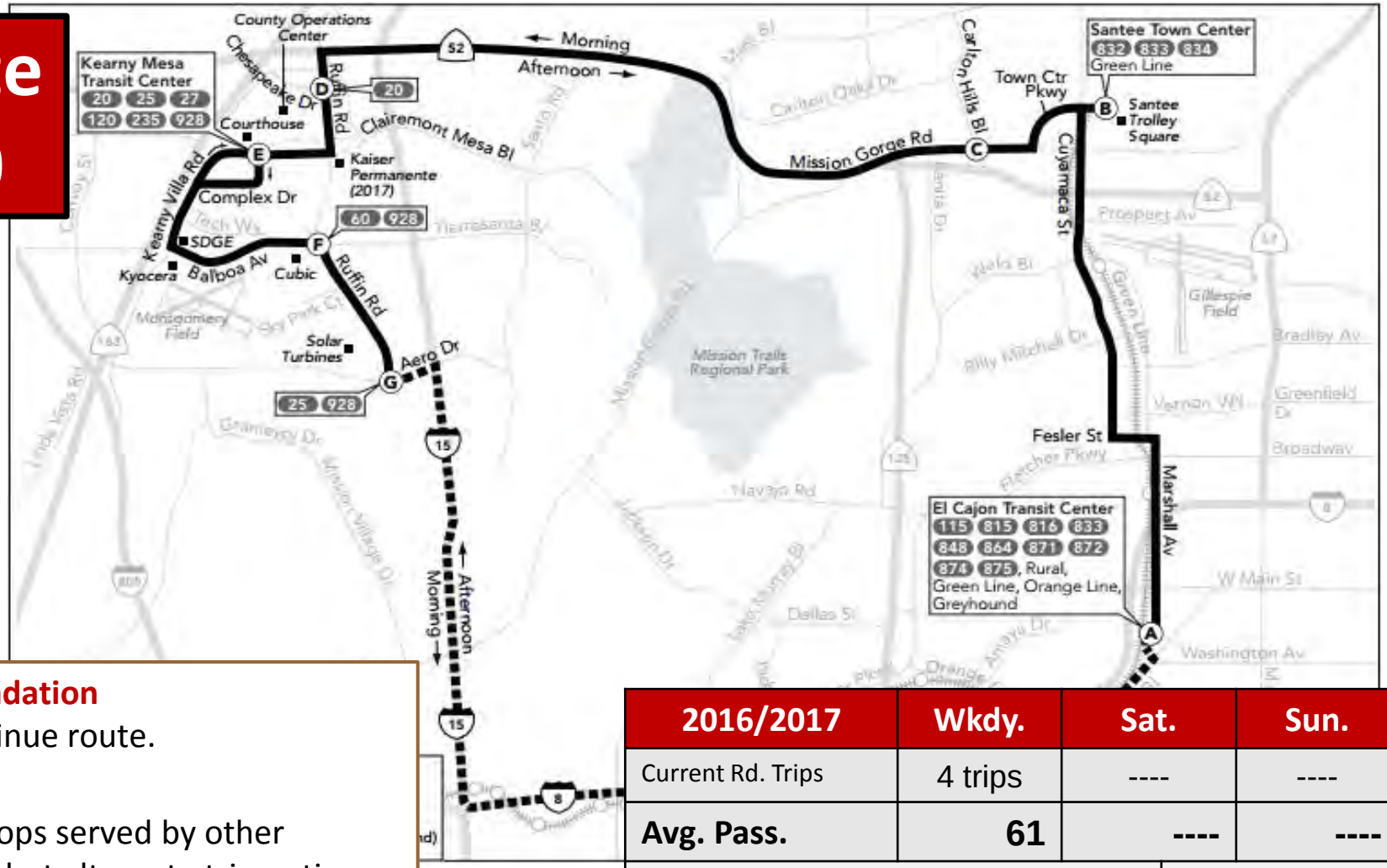
Impacts

- Requires transfer for through-riders at East County Square.

Weekday Ridership Route 864



Route 870



Recommendation

- Discontinue route.

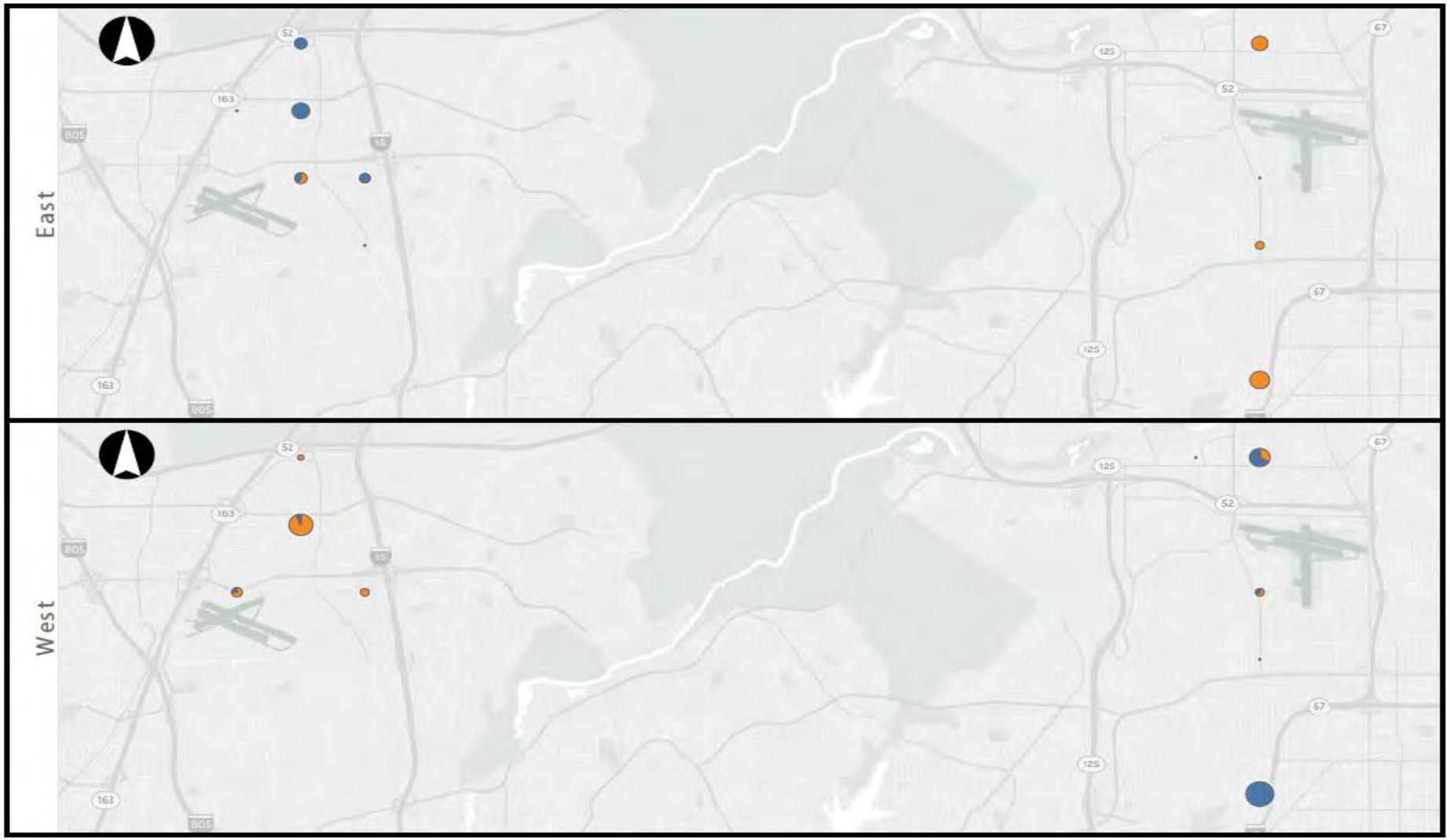
Impacts

- Most stops served by other service, but alternate trip options are longer and require a transfer.

2016/2017	Wkdy.	Sat.	Sun.
Current Rd. Trips	4 trips	----	----
Avg. Pass.	**61**	**----**	**----**
Annual Passengers:			15,461

2016/2017	Rt. 870	Category Average	All Bus Average
Pass./Rev. Hr.	**13.2**	25.6	28.8
Subsidy/Pass.	**$2.47**	$3.39	$1.90
Fbx. Recovery	**29.7%**	22.9%	35.2%

Weekday Ridership Route 870



Route 871/872

Recommendation

- Operate a shortened one-way loop (same as current Route 872A) as Route 872, weekdays only.

Impacts

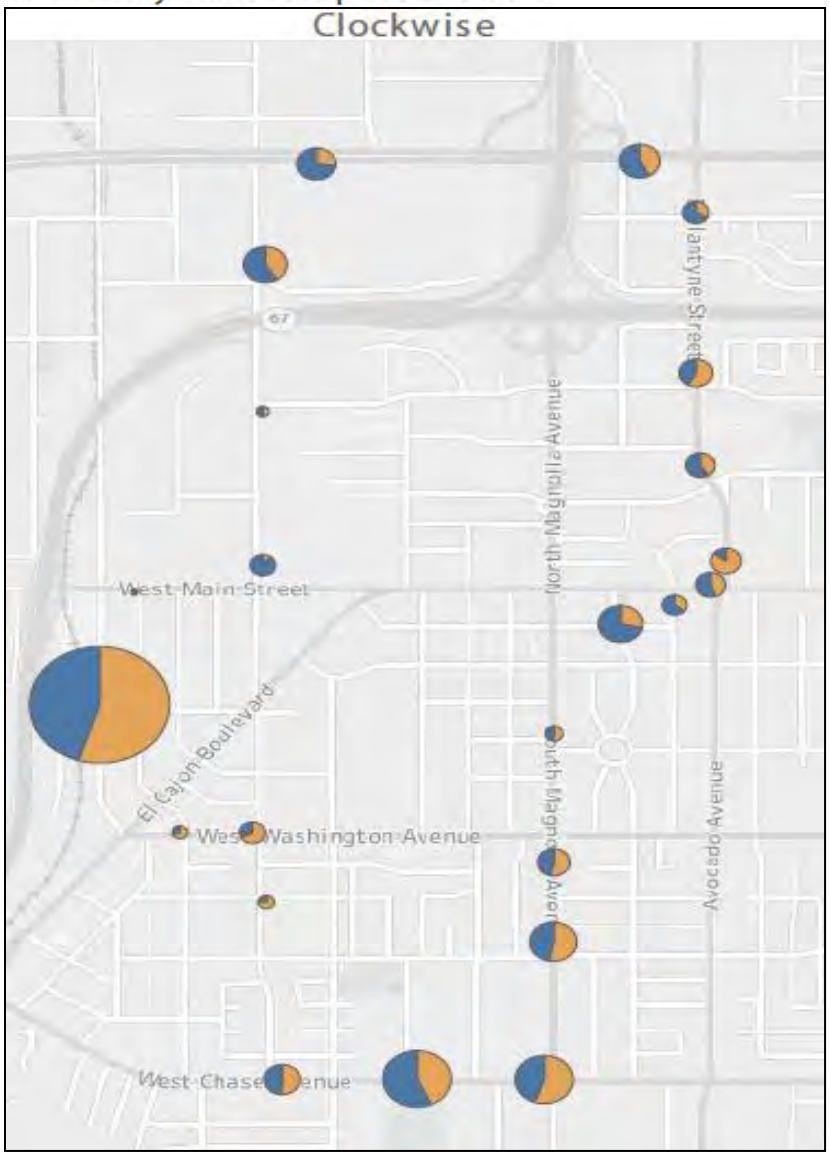
- All remaining unserved stops of route within ¼ mile of alternate service.
- Loss of weekend and clockwise service.

2016	Wkdy.	Sat.	Sun.
Current Freq.	60m	60m	60m
Avg. Pass.	**441**	**64**	**42**
Annual Passengers:			119,109

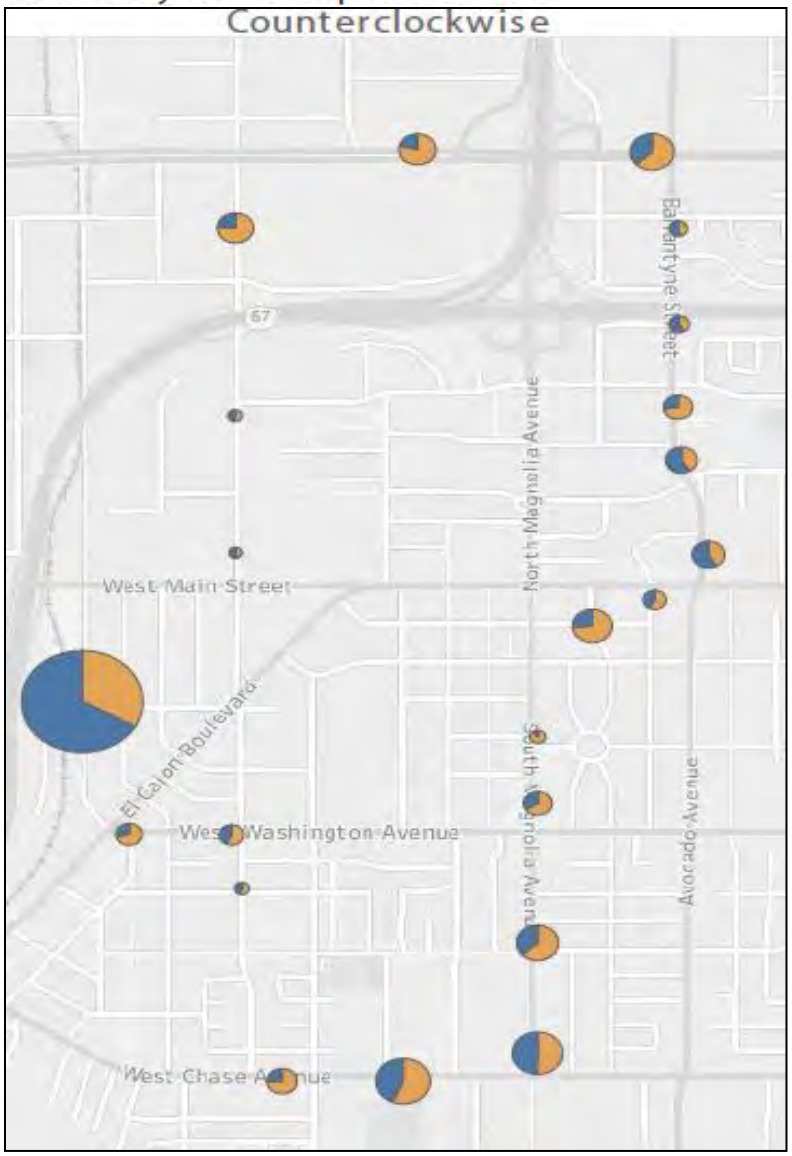
2016	Rt. 871/872	Category Average	All Bus Average
Pass./Rev. Hr.	**18.8**	24.0	28.8
Subsidy/Pass.	**$1.60**	$1.64	$1.90
Fbx. Recovery	**40.4%**	38.9%	35.2%



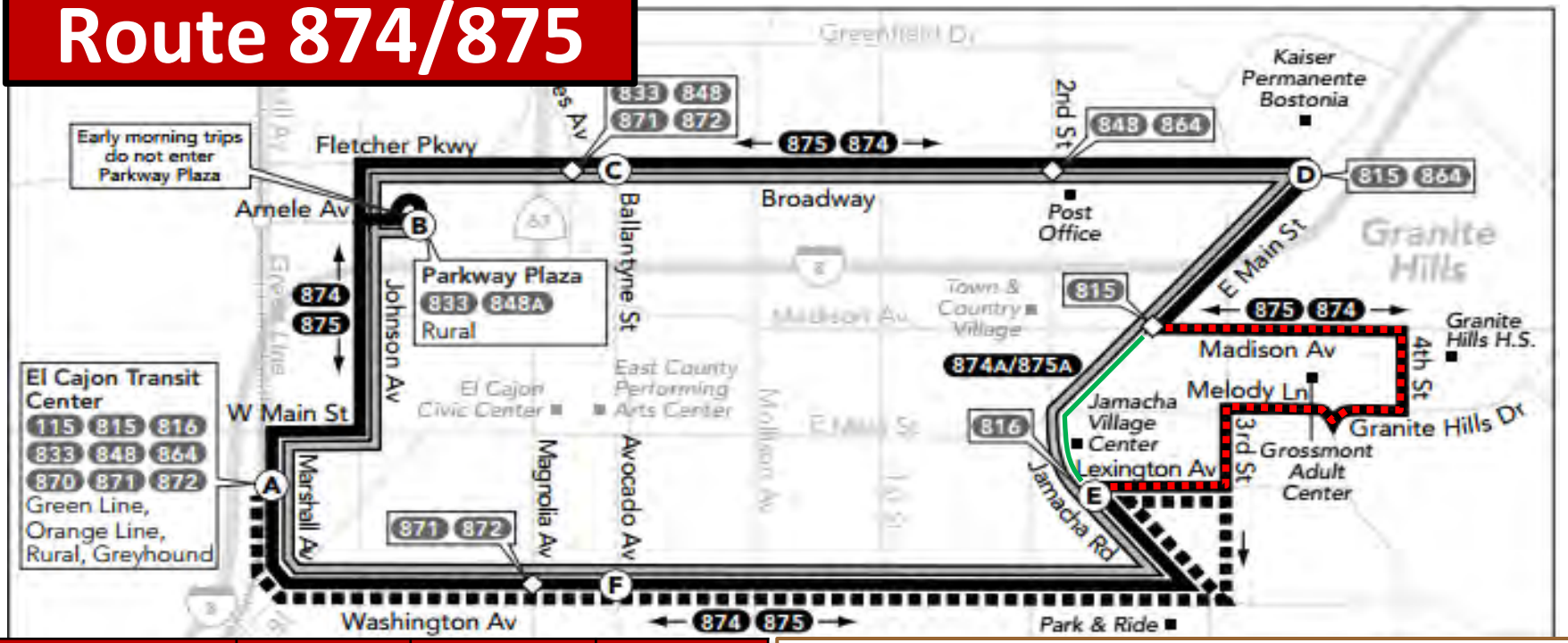
Weekday Ridership Route 871



Weekday Ridership Route 872



Route 874/875



2016	Wkdy.	Sat.	Sun.
Current Freq.	30m	60m	60m
Avg. Pass.	**1,501**	**792**	**251**
Annual Passengers:			440,315

2016	Rt. 874/875	Category Average	All Bus Average
Pass./Rev. Hr.	**24.8**	24.0	28.8
Subsidy/Pass.	**$1.41**	$1.64	$1.90
Fbx. Recovery	**43.8%**	38.9%	35.2%

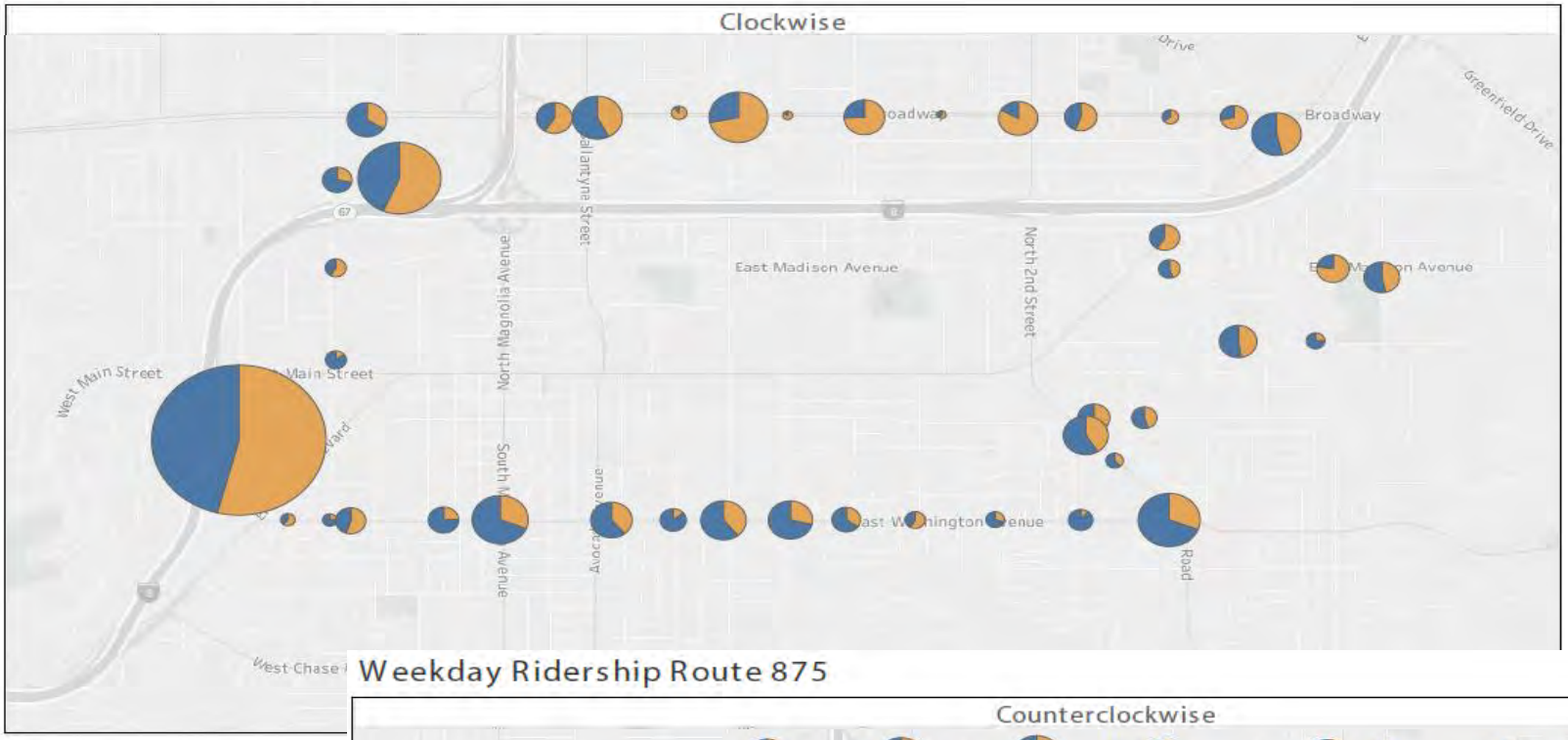
Recommendation

- Streamline route along Jamacha Rd. & E. Main St., discontinuing service into Granite Hills area.

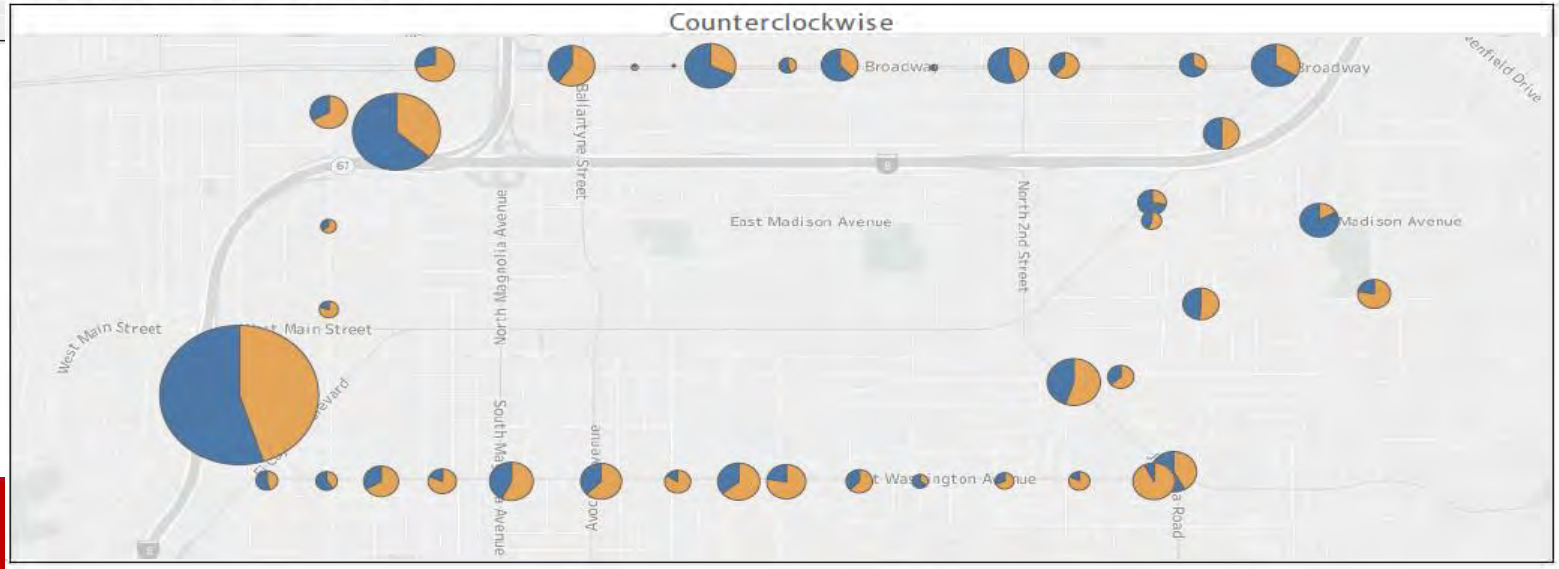
Impacts

- Loss of service to Granite Hills stops, including GHHS and Grossmont Adult Ctr. (approx. ½ mile from alternate service).

Weekday Ridership Route 874



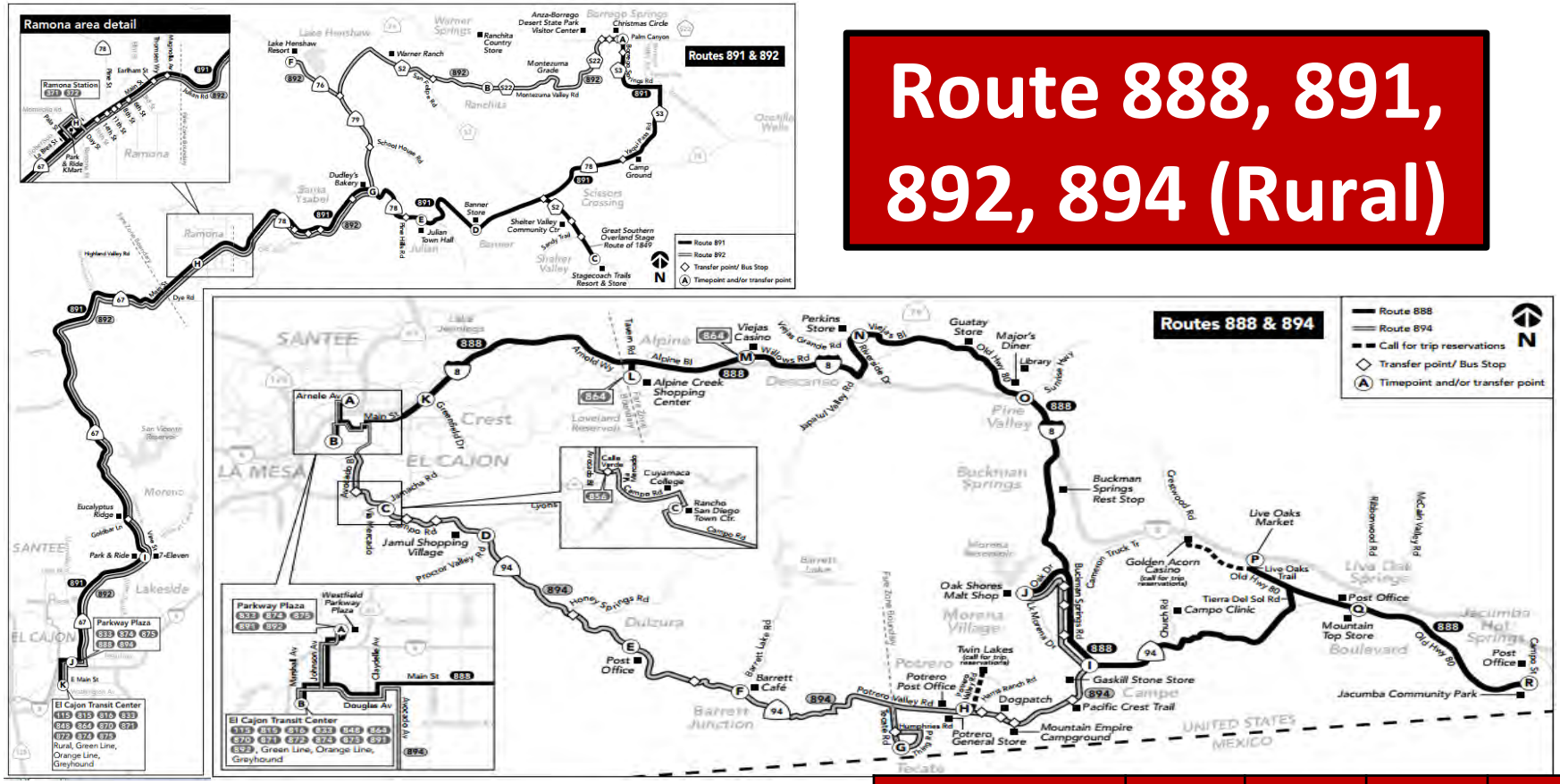
Weekday Ridership Route 875



On/Off
Off
On

Activity
1.0
200.0
400.0
600.0
800.0
1,000.0

Route 888, 891, 892, 894 (Rural)



Recommendation

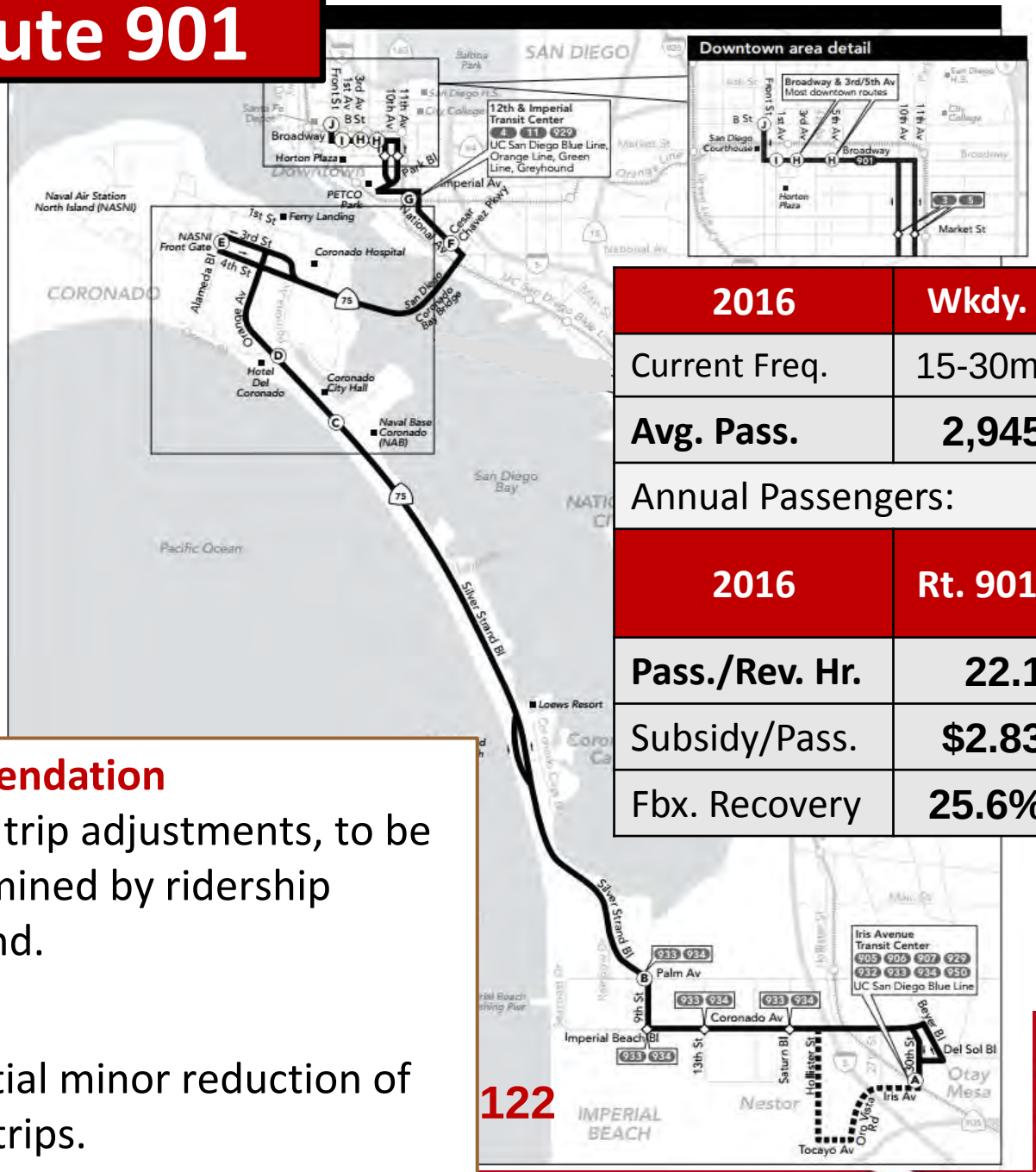
- No proposed changes.

(Minor route adjustment implemented in June 2017.)

2016	888	891	892	894
Wkly. Rnd. Trips	2	1	1	20
Avg. Wkdy. Pass.	**32**	**20**	**22**	**261**
Annual Pass:	3,356	1,055	1,191	66,527

2016	888	891	892	894	Cat. Avg.	All Bus
Pass./R.H.	**5.7**	**3.2**	**3.8**	**15.9**	13.3	28.8
Subs./Pass.	**$27.05**	**$49.85**	**$42.24**	**$7.46**	$9.56	$1.90
Fbx. Rec'y	**4.5%**	**2.6%**	**3.2%**	**14.8%**	12%	35.2%

Route 901



2016	Wkdy.	Sat.	Sun.
Current Freq.	15-30m	30m	30-60m
Avg. Pass.	**2,945**	**1,912**	**1,125**
Annual Passengers:			922,008

2016	Rt. 901	Category Average	All Bus Average
Pass./Rev. Hr.	**22.1**	31.2	28.8
Subsidy/Pass.	**$2.83**	$1.76	$1.90
Fbx. Recovery	**25.6%**	36.5%	35.2%

Recommendation

- Minor trip adjustments, to be determined by ridership demand.

Impacts

- Potential minor reduction of some trips.

Weekday Ridership Route 901

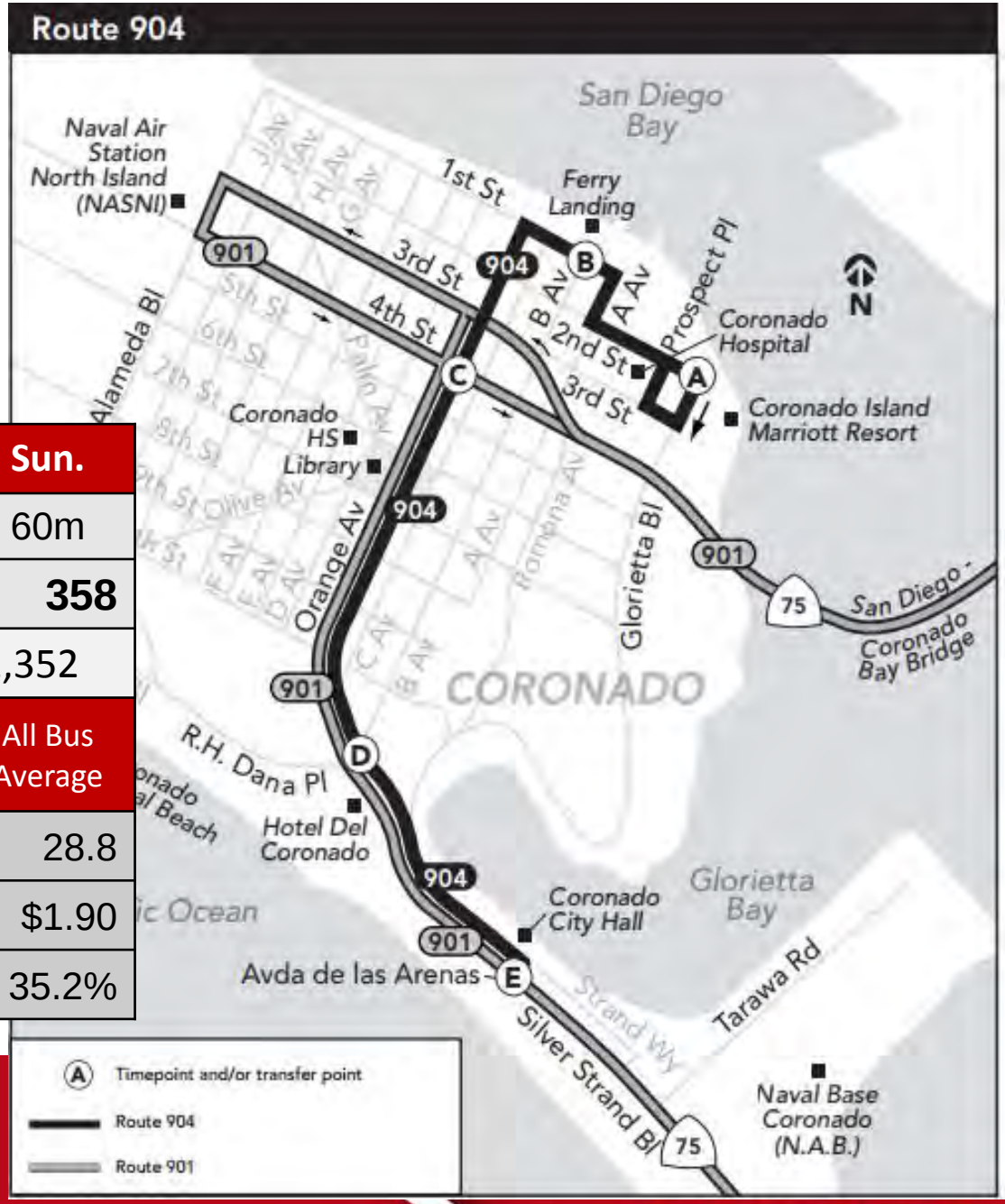


Route 904

Recommendation
- No proposed changes.

2016	Wkdy.	Sat.	Sun.
Current Freq.	60m	60m	60m
Avg. Pass.	**375**	**438**	**358**
Annual Passengers:		142,352	

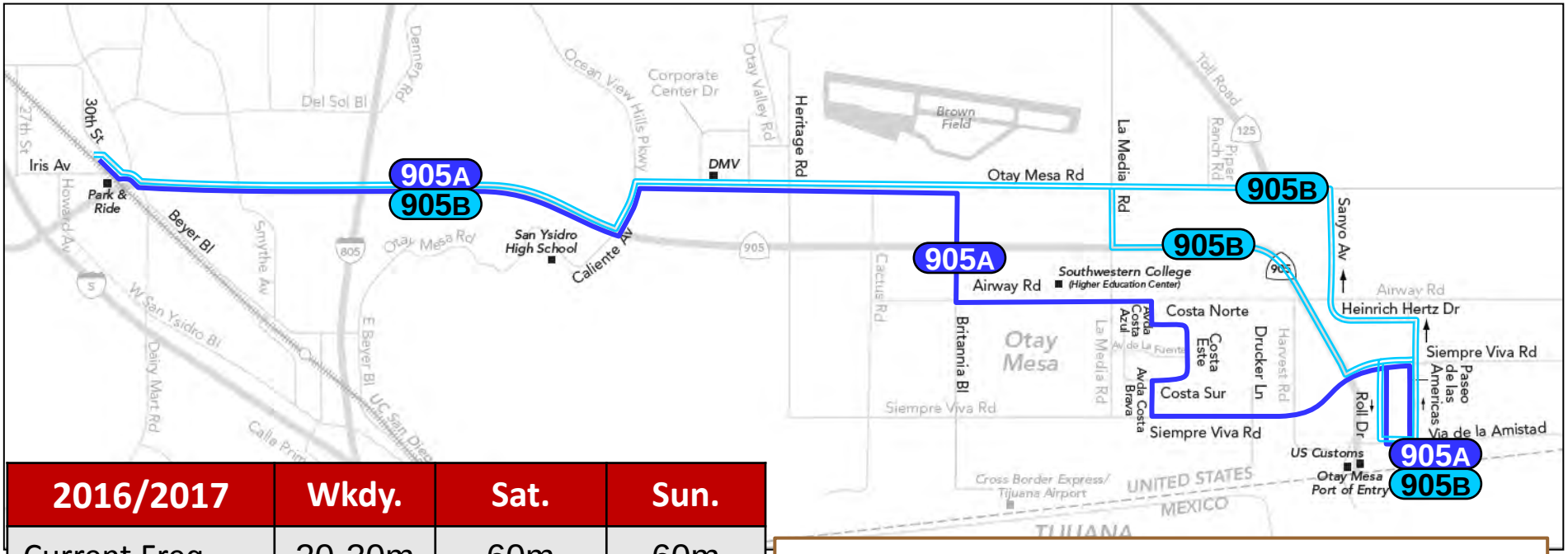
2016	Rt. 904	Category Average	All Bus Average
Pass./Rev. Hr.	**21.2**	24.0	28.8
Subsidy/Pass.	**$1.33**	$1.64	$1.90
Fbx. Recovery	**10.7%**	38.9%	35.2%



Weekday Ridership Route 904



Route 905: Current



2016/2017	Wkdy.	Sat.	Sun.
Current Freq.	20-30m	60m	60m
Avg. Pass.	**1,851**	**1,618**	**994**
Annual Passengers:			726,780

2016/2017	Rt. 905	Category Average	All Bus Average
Pass./Rev. Hr.	**43.2**	24.0	28.8
Subsidy/Pass.	**$0.79**	$1.64	$1.90
Fbx. Recovery	**59.2%**	38.9%	35.2%

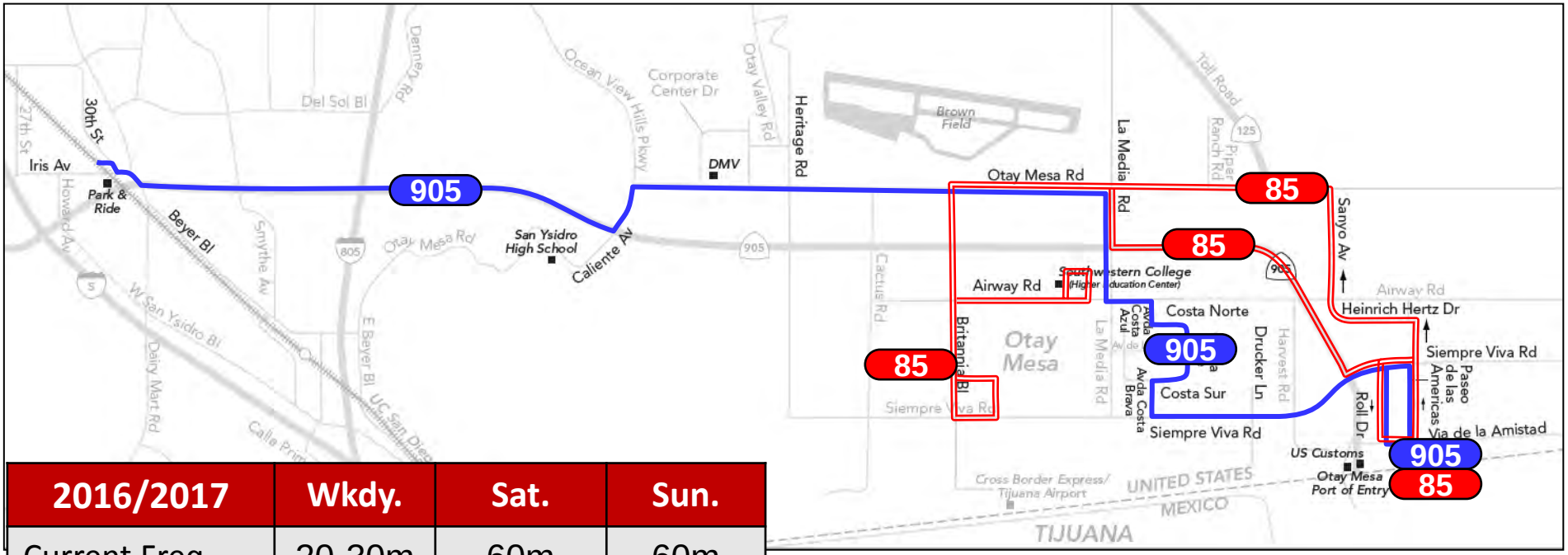
Recommendation –

- Operate a single Route 905 variant at a frequency of 30 minutes on weekdays, 60 on weekends.
- Implement new Rt. 85 to cover NE, SW Otay Mesa.
- Extend Route 85 service to Britannia/Siempre Viva area

Impacts

- Reduced peak service on Route 905.
- Transfer required for some O/D pairs.

Route 905: Proposed



2016/2017	Wkdy.	Sat.	Sun.
Current Freq.	20-30m	60m	60m
Avg. Pass.	**1,851**	**1,618**	**994**
Annual Passengers:			726,780

2016/2017	Rt. 905	Category Average	All Bus Average
Pass./Rev. Hr.	**43.2**	24.0	28.8
Subsidy/Pass.	**$0.79**	$1.64	$1.90
Fbx. Recovery	**59.2%**	38.9%	35.2%

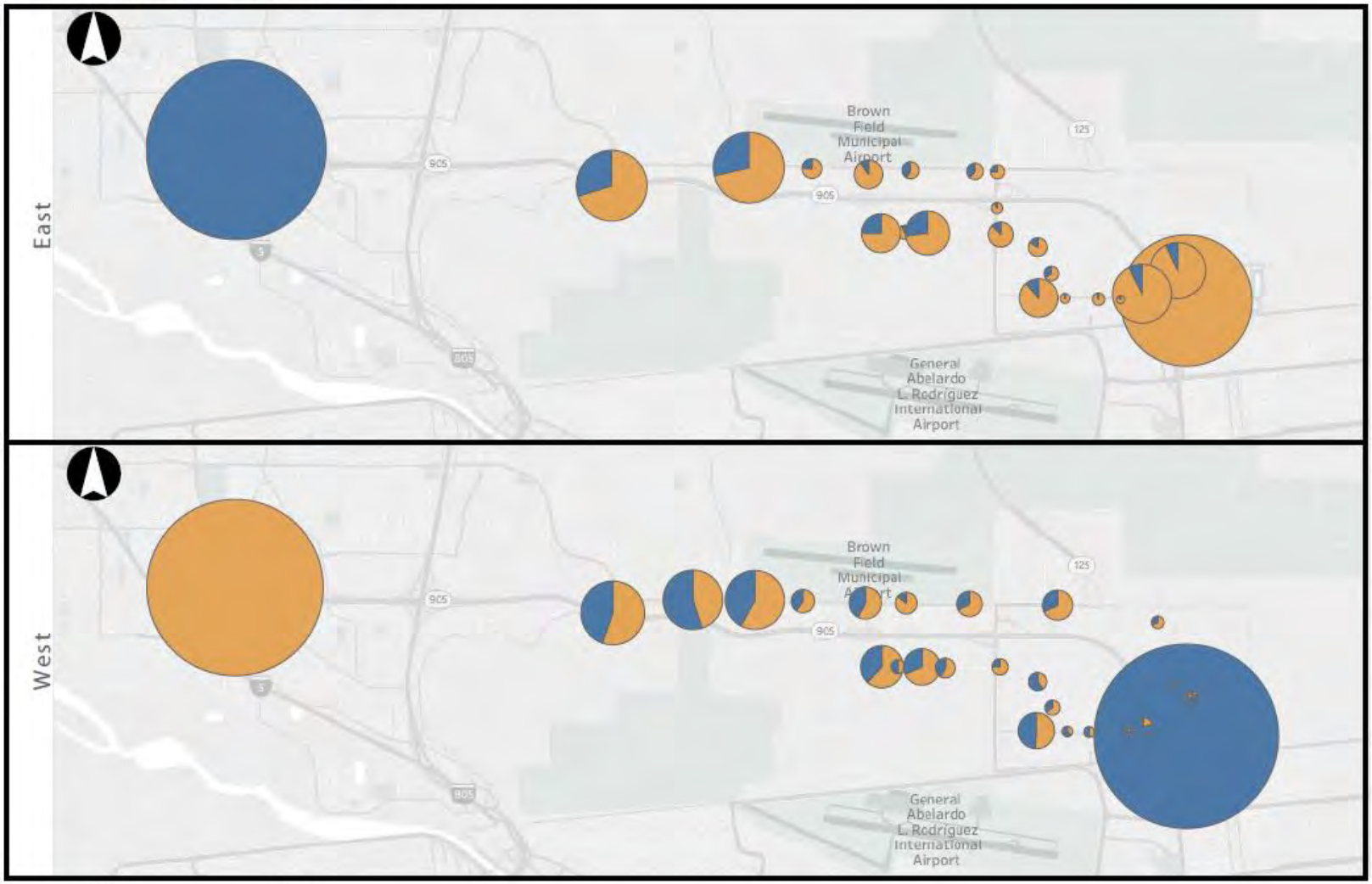
Recommendation –

- Operate a single Route 905 variant at a frequency of 30 minutes on weekdays, 60 on weekends.
- Implement new Rt. 85 to cover NE, SW Otay Mesa.
- Extend Rt. 85 to Britannia/Siempre Viva area.

Impacts

- Reduced peak service on Route 905.
- Transfer required for some O/D pairs.

Weekday Ridership Route 905



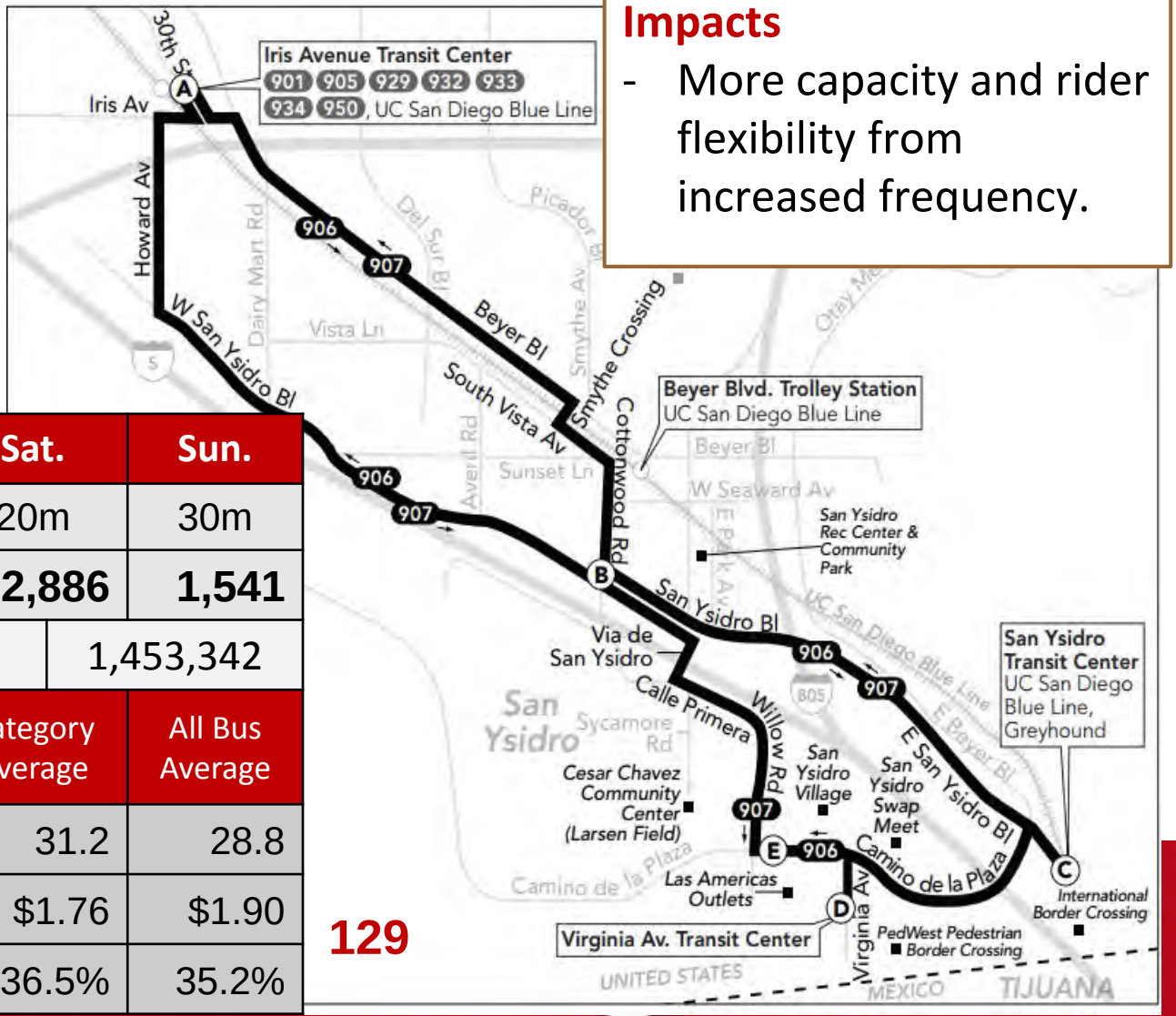
Route 906/907

Recommendation

- Increase weekend frequency to 15 minutes.

Impacts

- More capacity and rider flexibility from increased frequency.



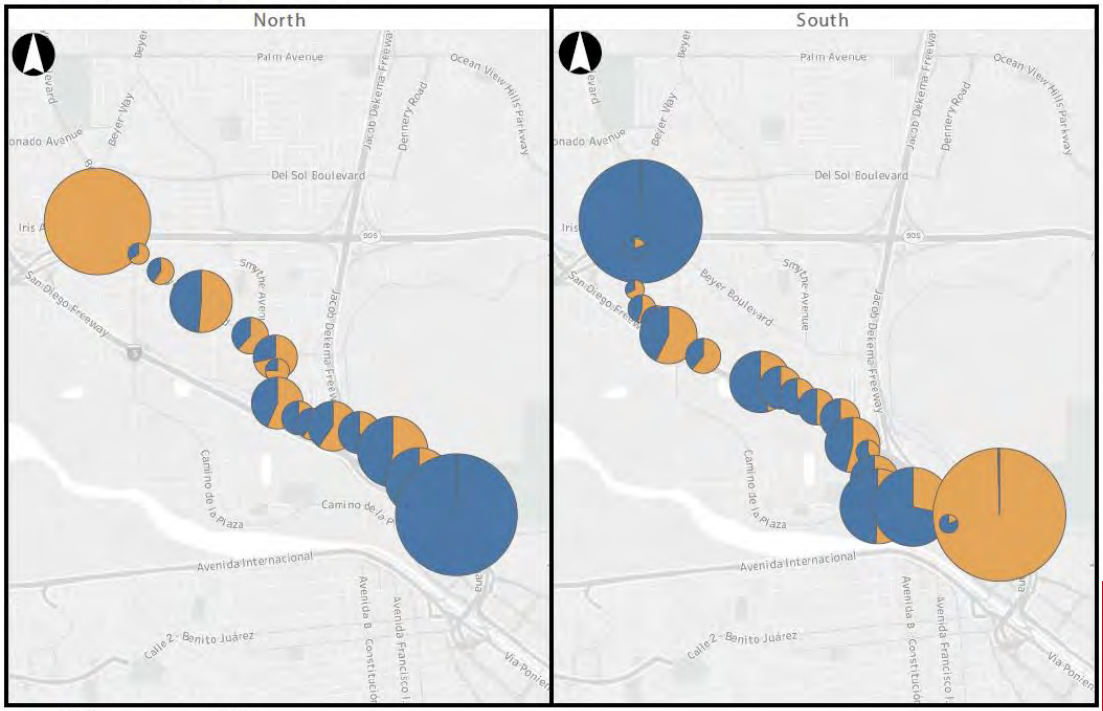
2016	Wkdy.	Sat.	Sun.
Current Freq.	15m	20m	30m
Avg. Pass.	**4,720**	**2,886**	**1,541**
Annual Passengers:			1,453,342

2016	Rt. 906/907	Category Average	All Bus Average
Pass./Rev. Hr.	**36.8**	31.2	28.8
Subsidy/Pass.	**$0.25**	$1.76	$1.90
Fbx. Recovery	**78.4%**	36.5%	35.2%

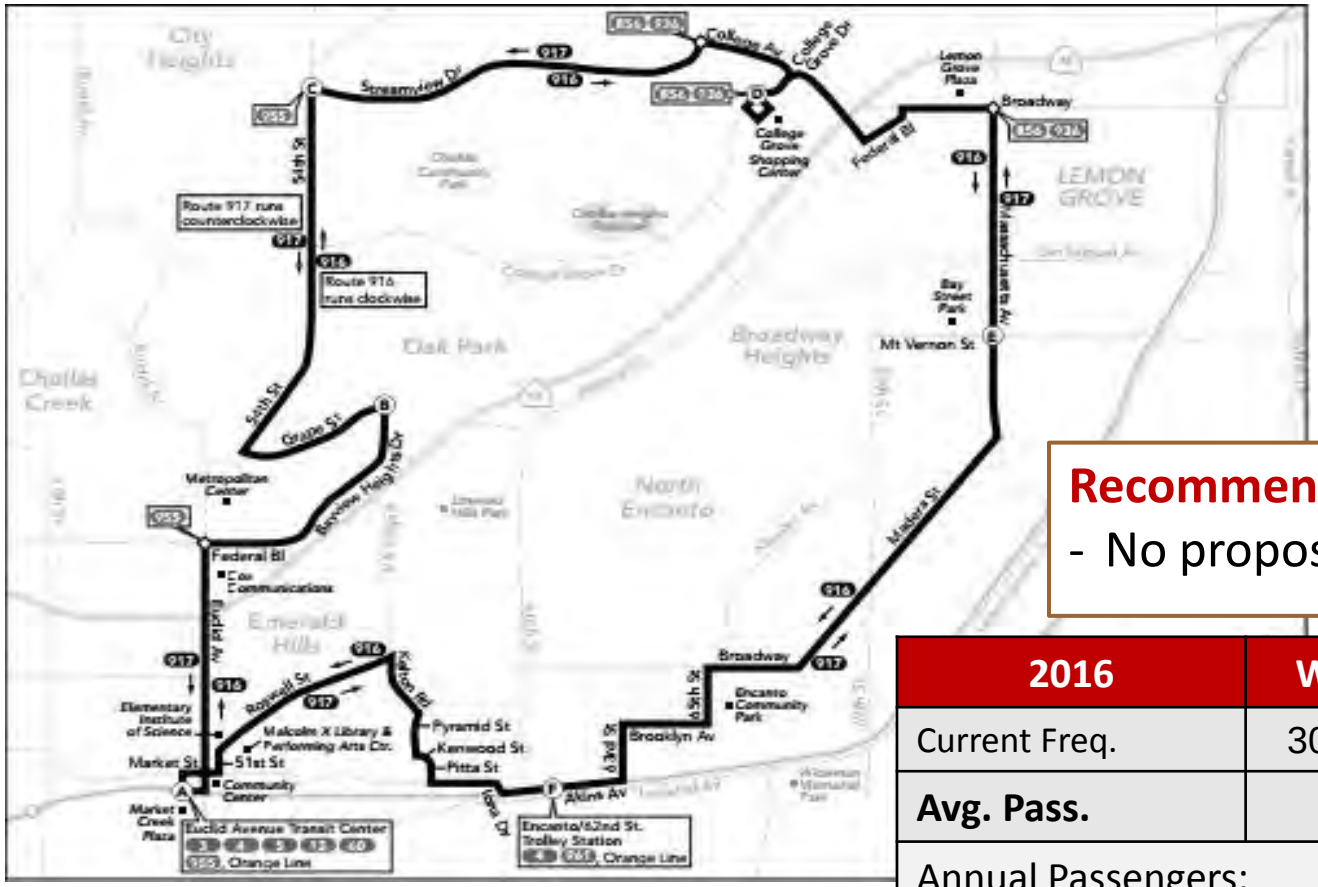
Weekday Ridership Route 906



Weekday Ridership Route 907



Route 916/917



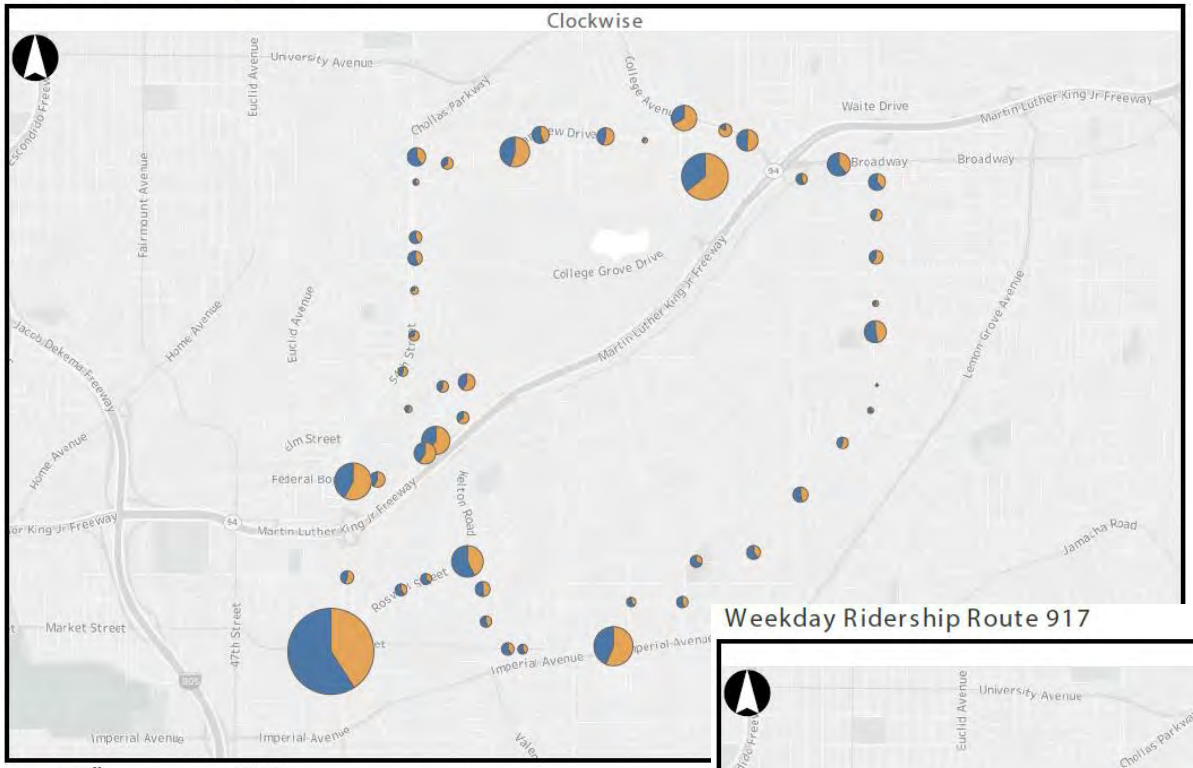
Recommendation

- No proposed changes.

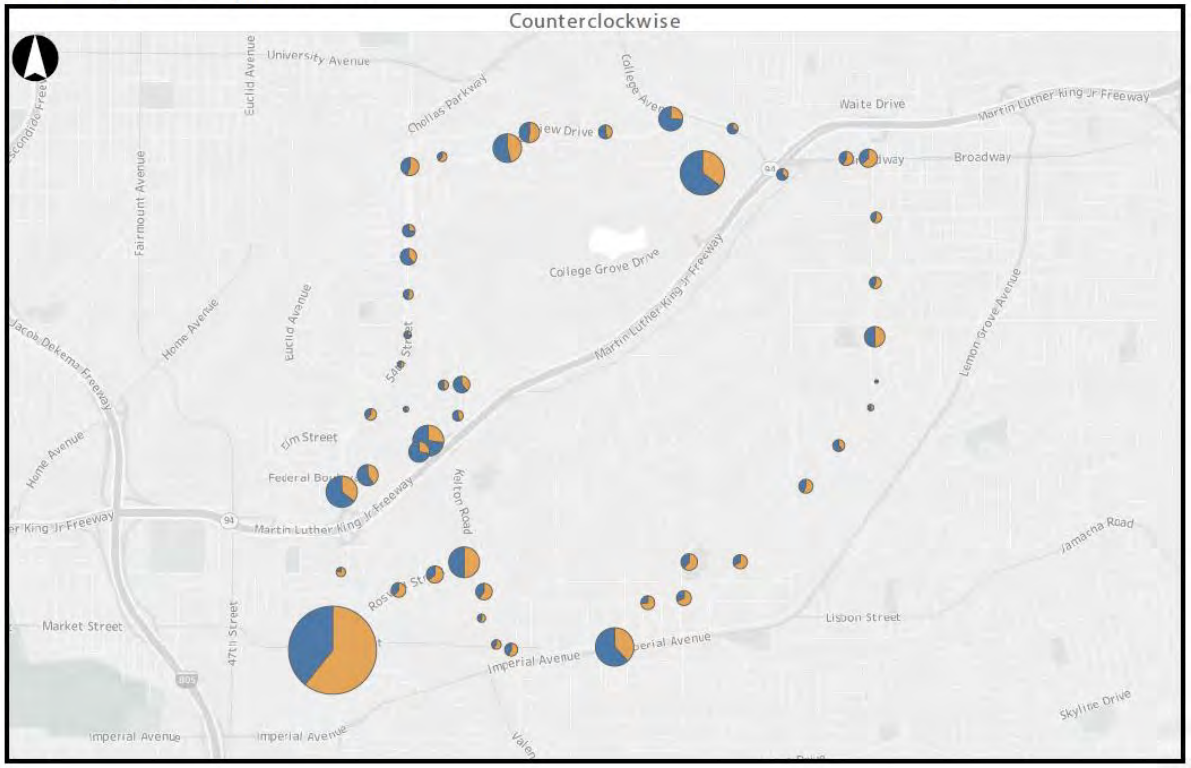
2016	Wkdy.	Sat.	Sun.
Current Freq.	30-60m	60m	----
Avg. Pass.	**792**	**418**	**----**
Annual Passengers:			224,373

2016	Rt. 916/917	Category Average	All Bus Average
Pass./Rev. Hr.	**19.2**	24.0	28.8
Subsidy/Pass.	**$2.46**	$1.64	$1.90
Fbx. Recovery	**29.9%**	38.9%	35.2%

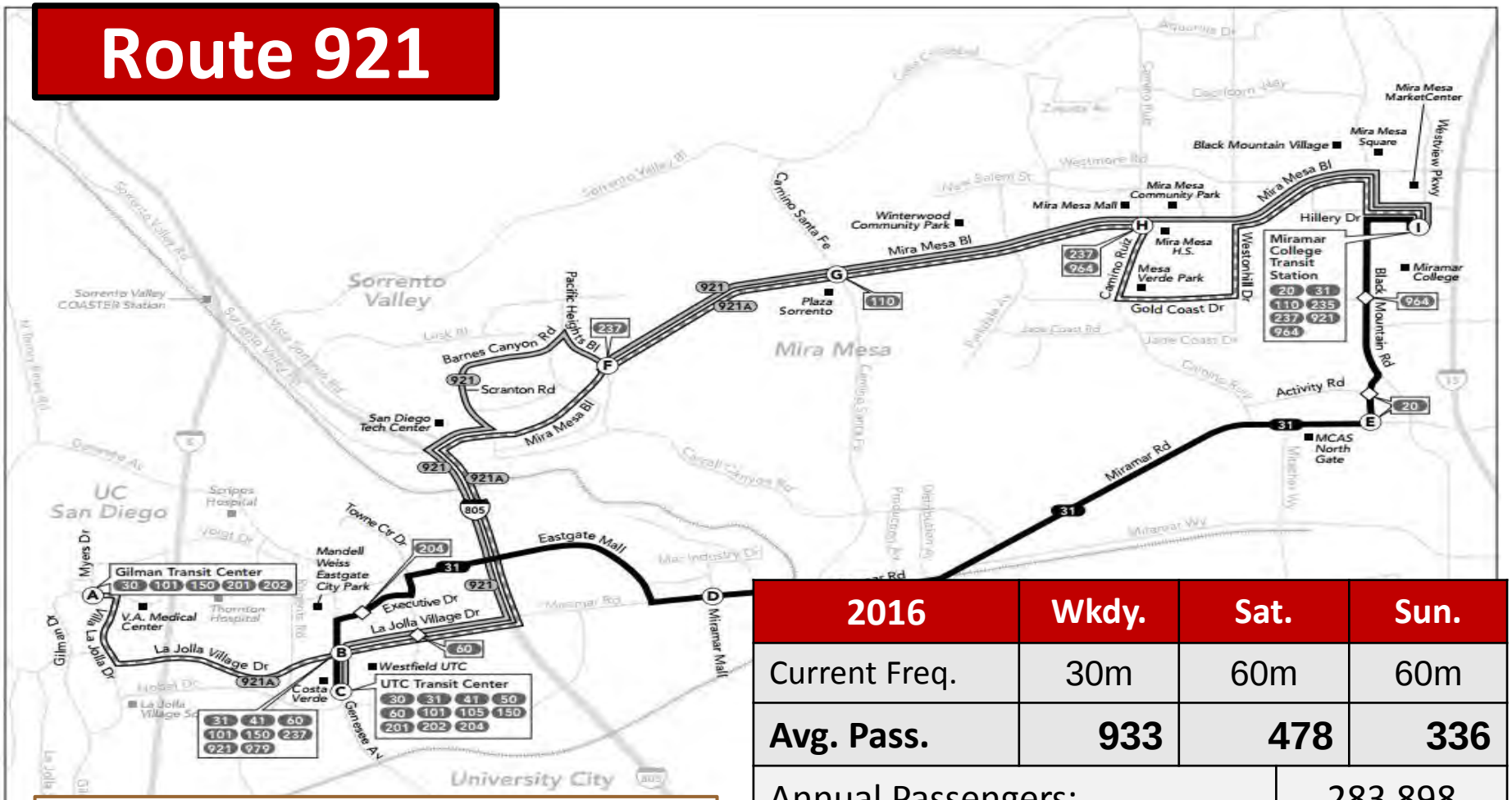
Weekday Ridership Route 916



Weekday Ridership Route 917



Route 921



Recommendation

- No proposed changes.

2016	Wkdy.	Sat.	Sun.
Current Freq.	30m	60m	60m
Avg. Pass.	**933**	**478**	**336**
Annual Passengers:			283,898

2016	Rt. 921	Category Average	All Bus Average
Pass./Rev. Hr.	**17.7**	24.0	28.8
Subsidy/Pass.	**$2.16**	$1.64	$1.90
Fbx. Recovery	**32.6%**	38.9%	35.2%

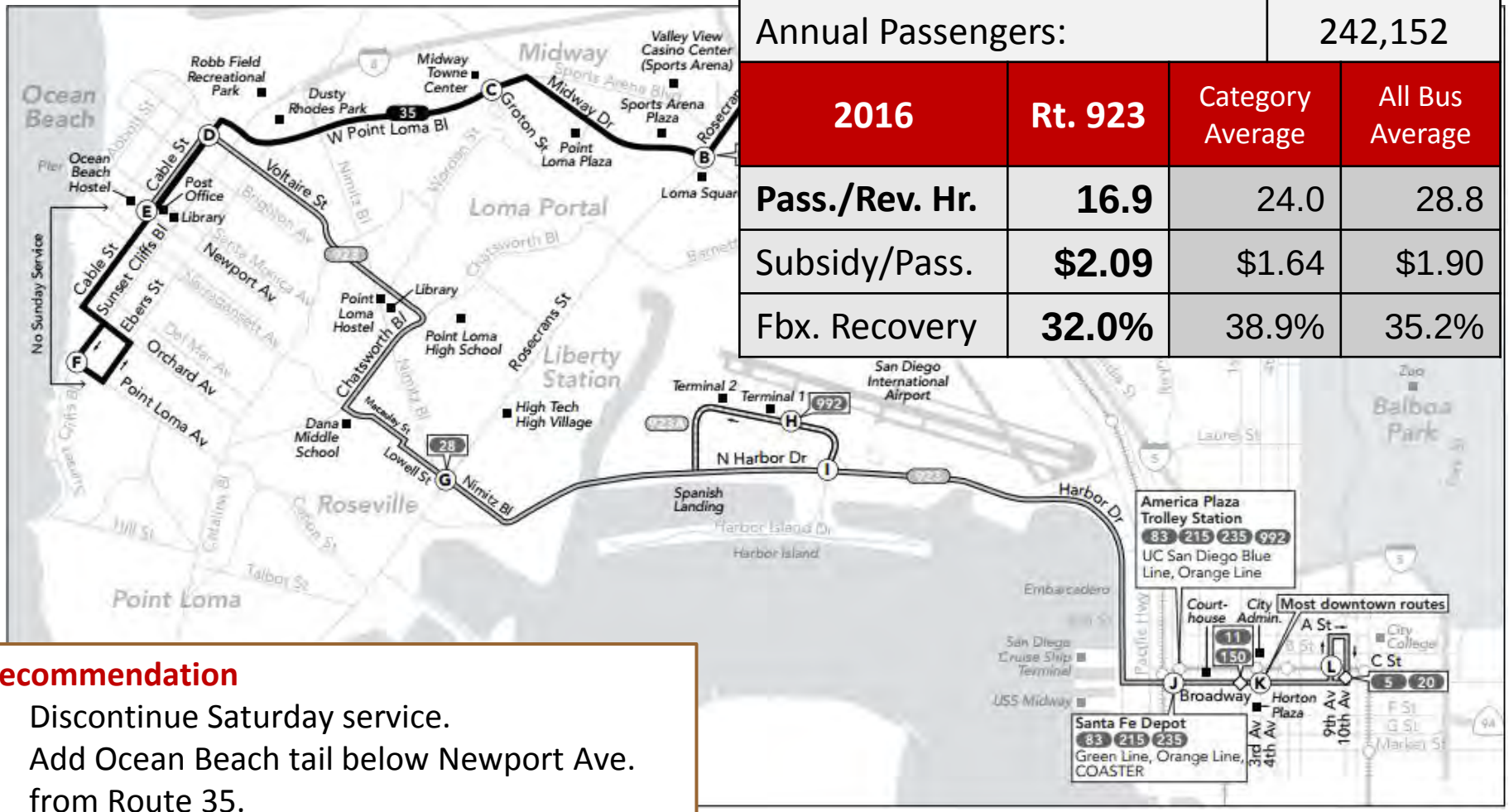
Weekday Ridership Route 921



Route 923

2016	Wkdy.	Sat.	Sun.
Current Freq.	30m	60m	----
Avg. Pass.	**926**	**107**	**----**
Annual Passengers:			242,152

2016	Rt. 923	Category Average	All Bus Average
Pass./Rev. Hr.	**16.9**	24.0	28.8
Subsidy/Pass.	**$2.09**	$1.64	$1.90
Fbx. Recovery	**32.0%**	38.9%	35.2%



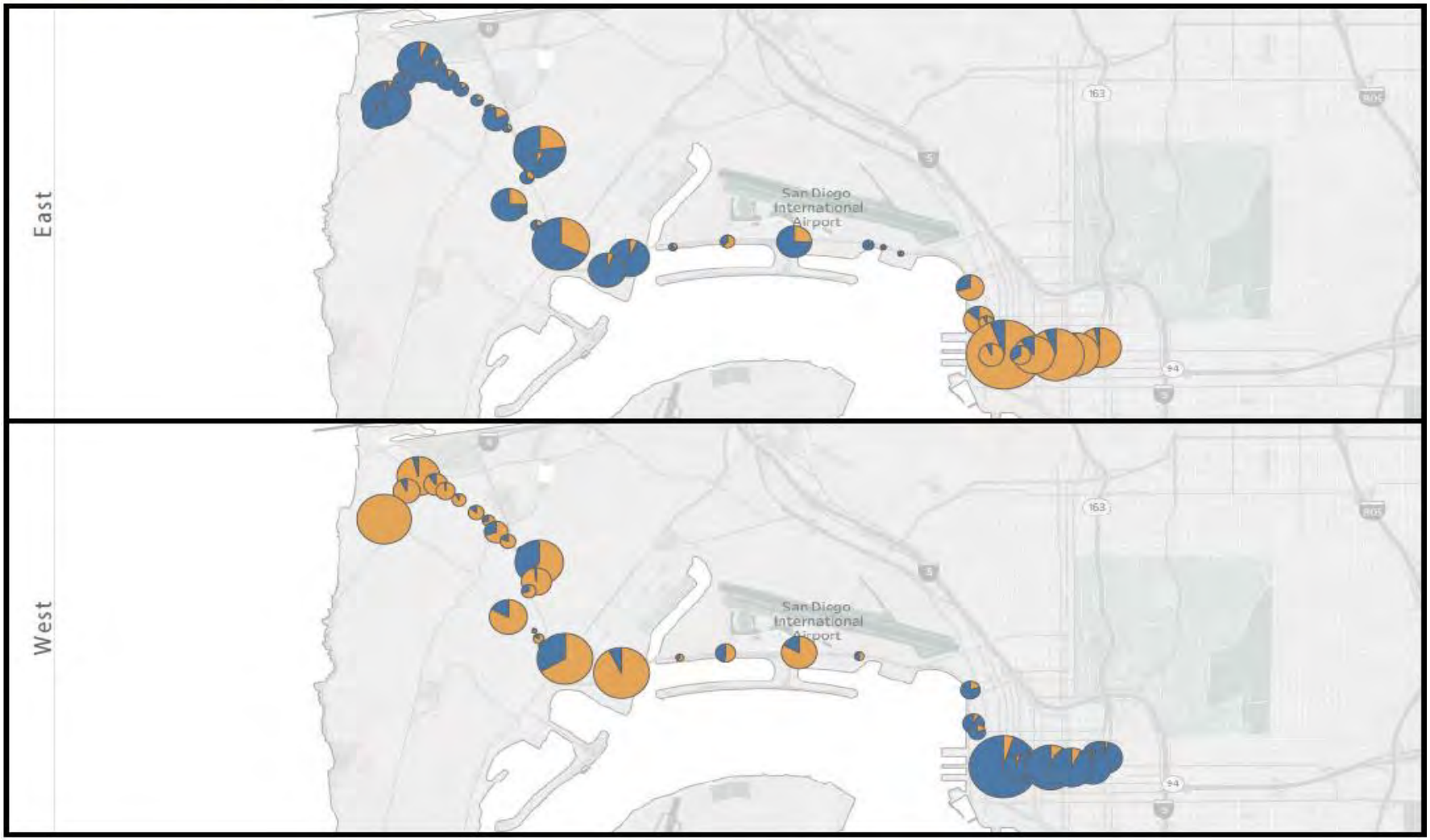
Recommendation

- Discontinue Saturday service.
- Add Ocean Beach tail below Newport Ave. from Route 35.

Impacts

- Loss of Saturday service along Voltaire St. and Chatsworth Blvd.

Weekday Ridership Route 923



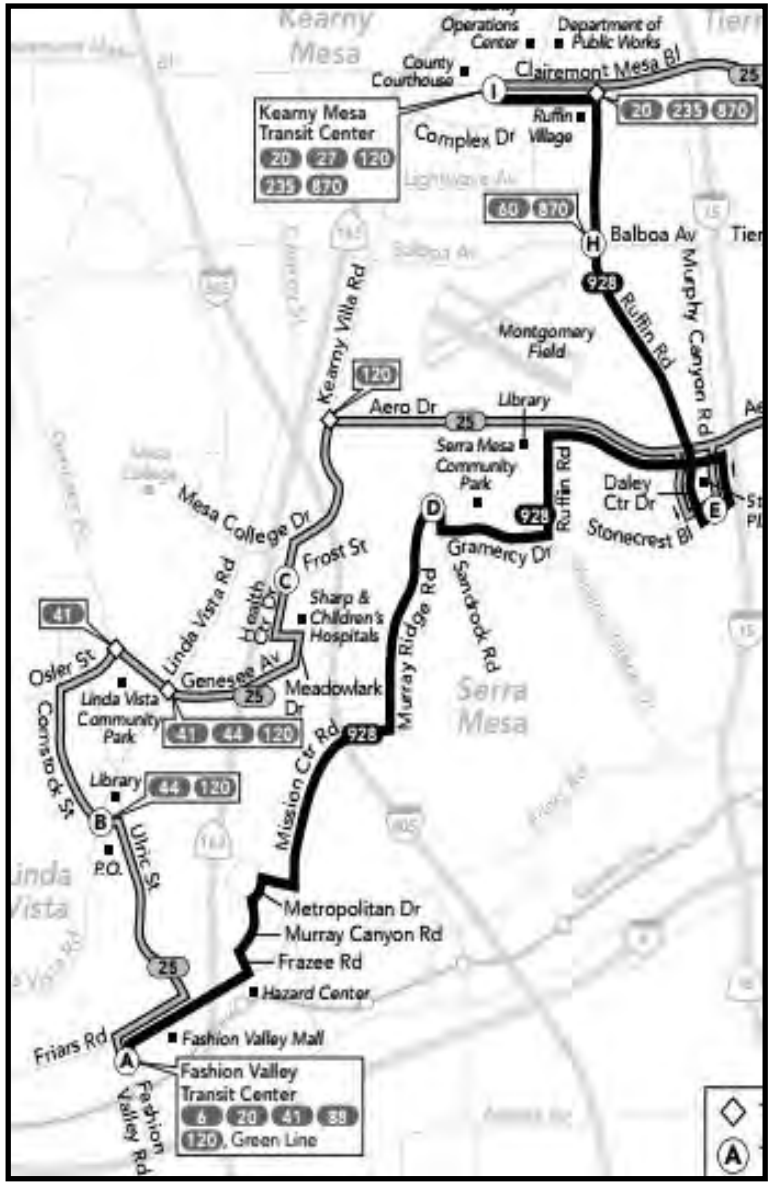
Route 928

Recommendation

- No proposed changes.

2016	Wkdy.	Sat.	Sun.
Current Freq.	30m	60m	60m
Avg. Pass.	**1,173**	**326**	**169**
Annual Passengers:		326,974	

2016	Rt. 928	Category Average	All Bus Average
Pass./Rev. Hr.	**21.2**	24.0	28.8
Subsidy/Pass.	**$2.02**	$1.64	$1.90
Fbx. Recovery	**34.3%**	38.9%	35.2%



Weekday Ridership Route 928



Route 929

Recommendation

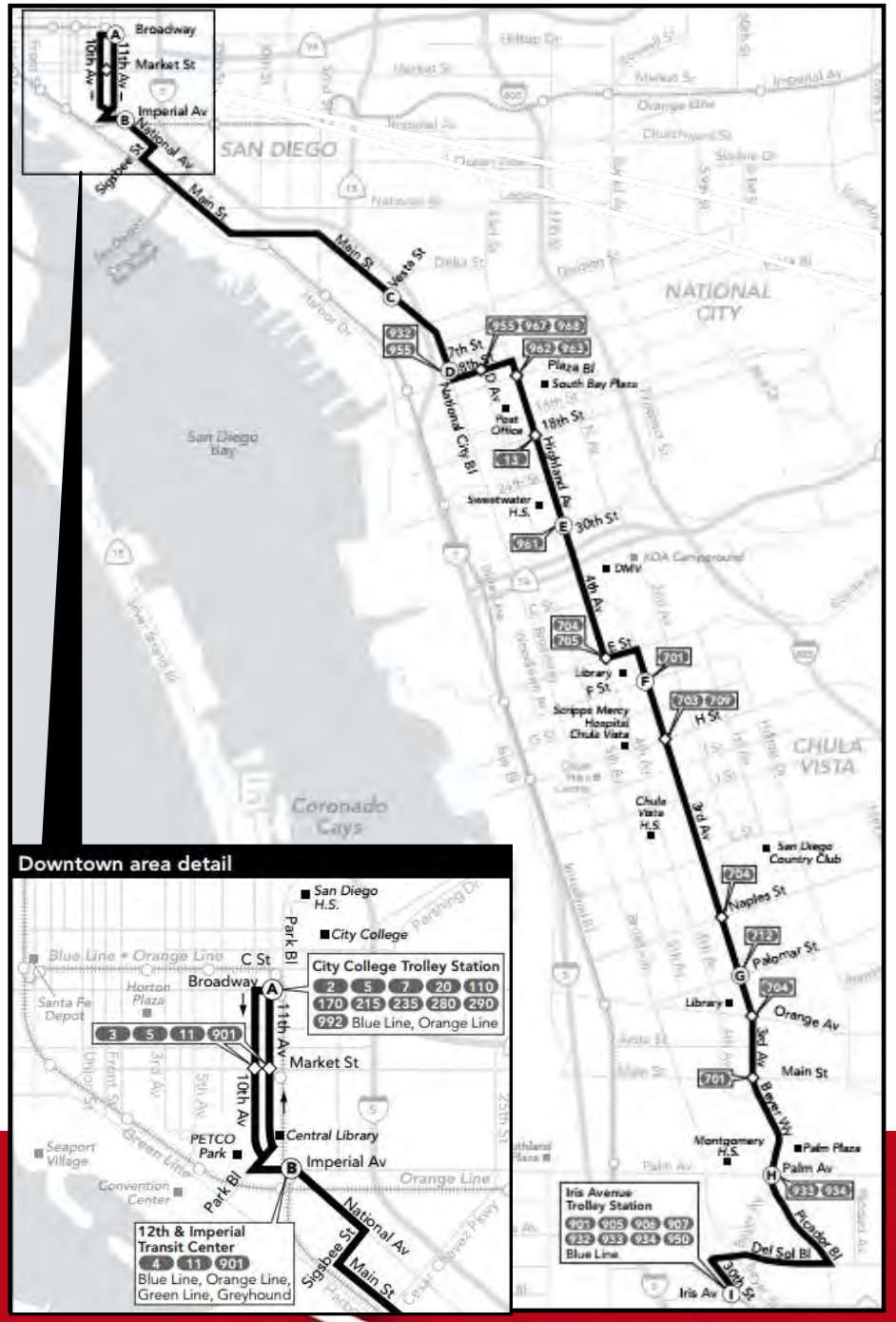
- Shift Downtown S.D. terminal from City College T.C. to 12th & Imperial T.C.
 - Shortens length of route for better reliability
 - Reduces duplicative service through challenging East Village (construction, special events, etc.)

Impacts

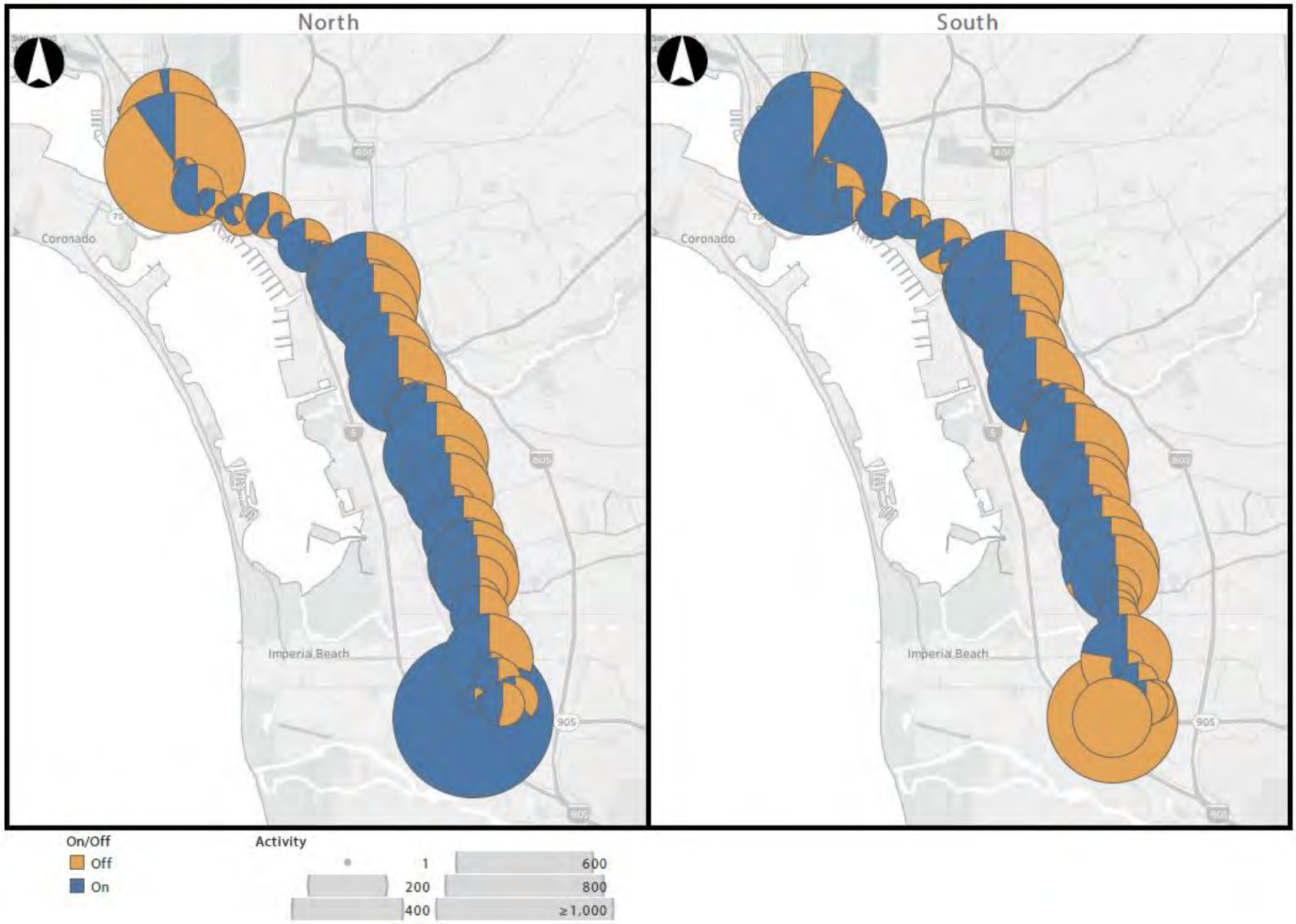
- Requires additional transfer for through-riders.
 - Through-service on Routes 12, 901, Blue, Orange

2016	Wkdy.	Sat.	Sun.
Current Freq.	15m	20m	20m
Avg. Pass.	**7,478**	**4,344**	**3,039**
Annual Passengers:		2,326,848	

2016	Rt. 929	Category Average	All Bus Average
Pass./Rev. Hr.	**33.6**	31.2	28.8
Subsidy/Pass.	**$0.79**	$1.76	$1.90
Fbx. Recovery	**56.4%**	36.5%	35.2%



Weekday Ridership Route 929



Route 932

Recommendation

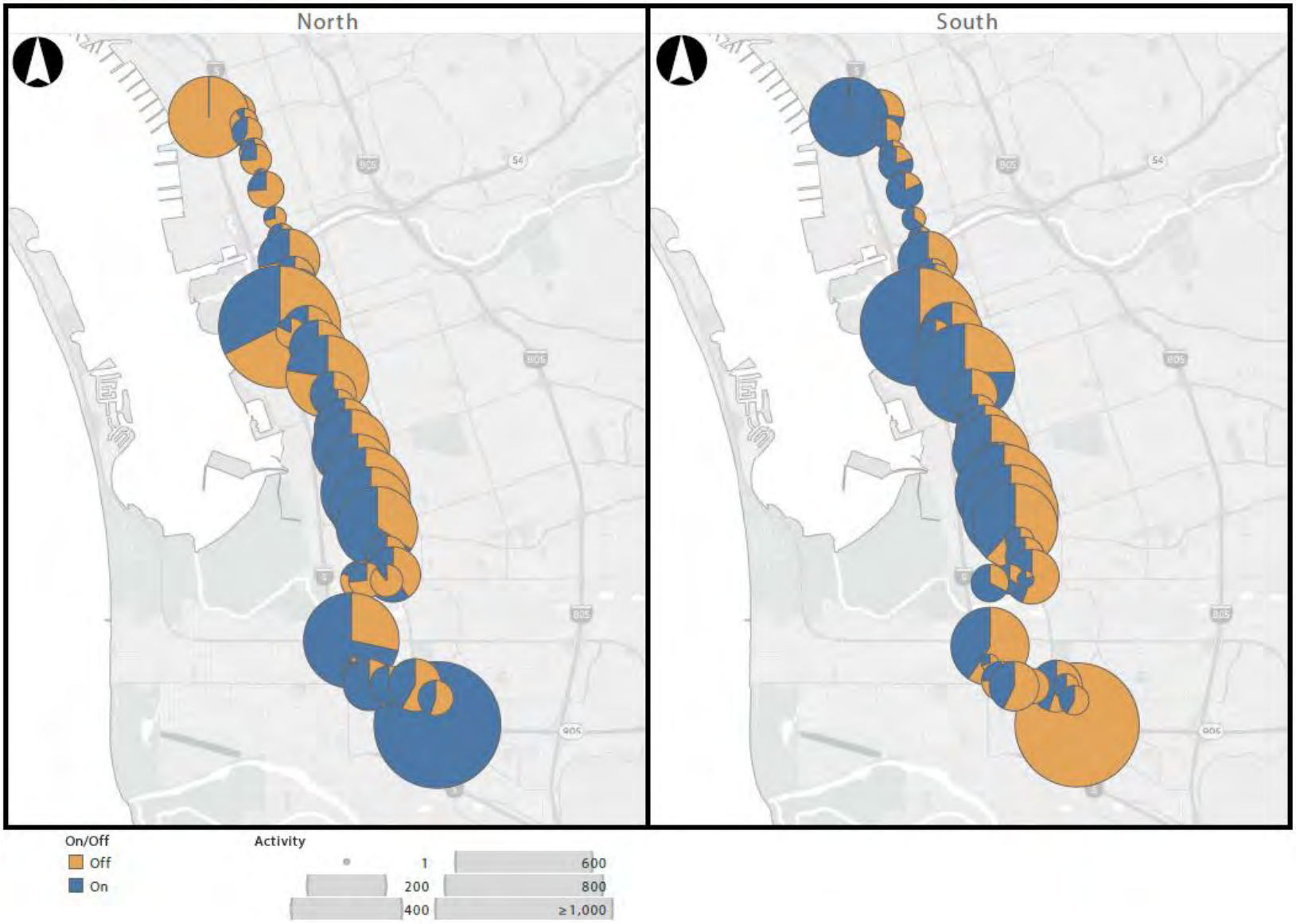
- No proposed changes.

2016	Wkdy.	Sat.	Sun.
Current Freq.	15m	20m	30m
Avg. Pass.	**4,226**	**2,183**	**883**
Annual Passengers:			1,248,916

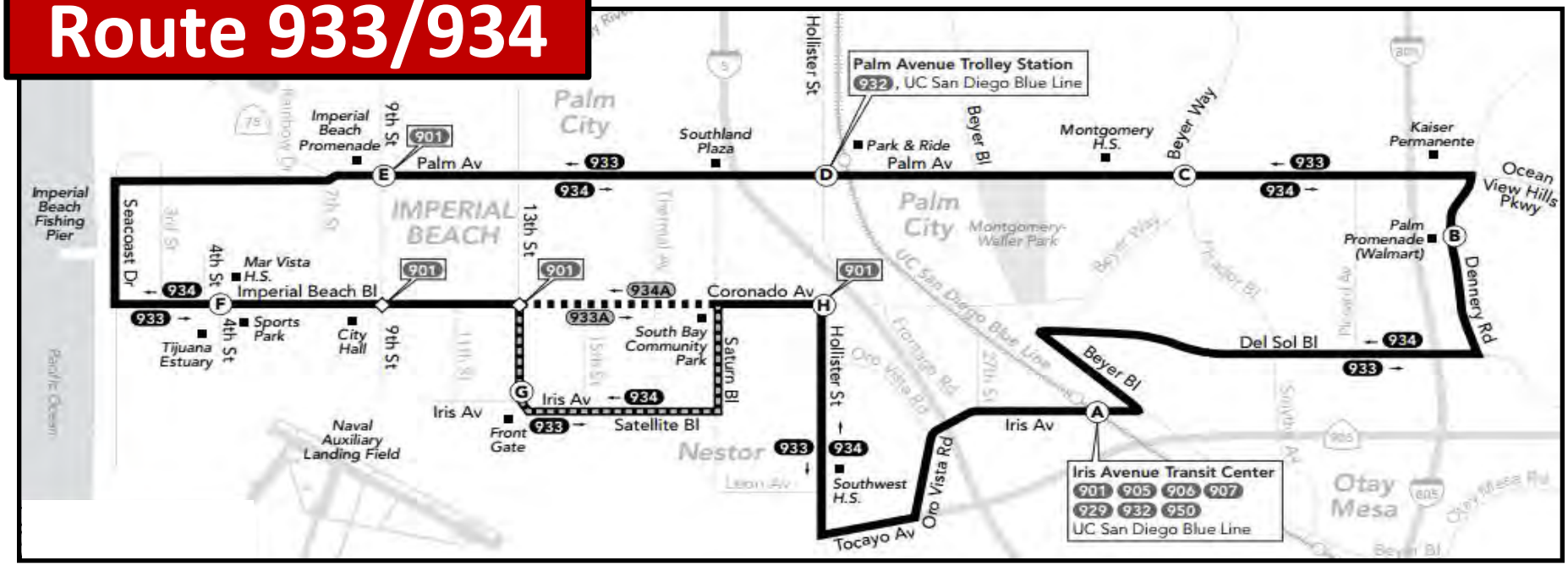
2016	Rt. 932	Category Average	All Bus Average
Pass./Rev. Hr.	**30.0**	31.2	28.8
Subsidy/Pass.	**$0.97**	$1.76	$1.90
Fbx. Recovery	**50.4%**	36.5%	35.2%



Weekday Ridership Route 932



Route 933/934



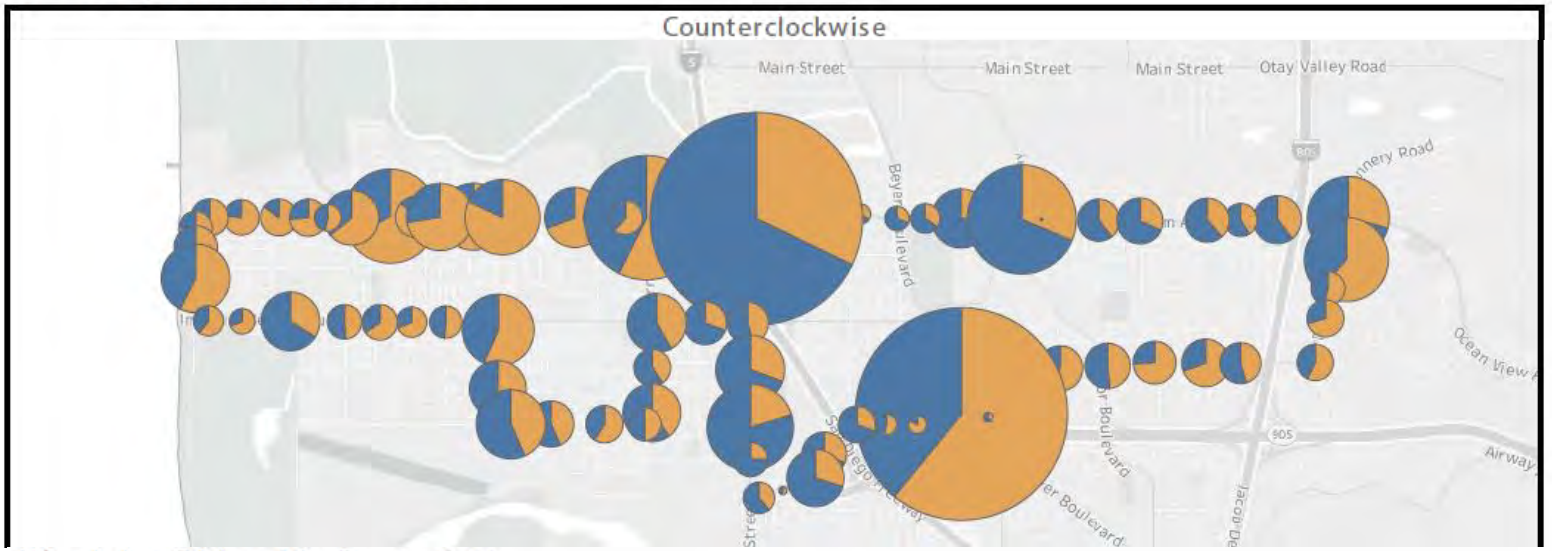
Recommendation

- No proposed changes.

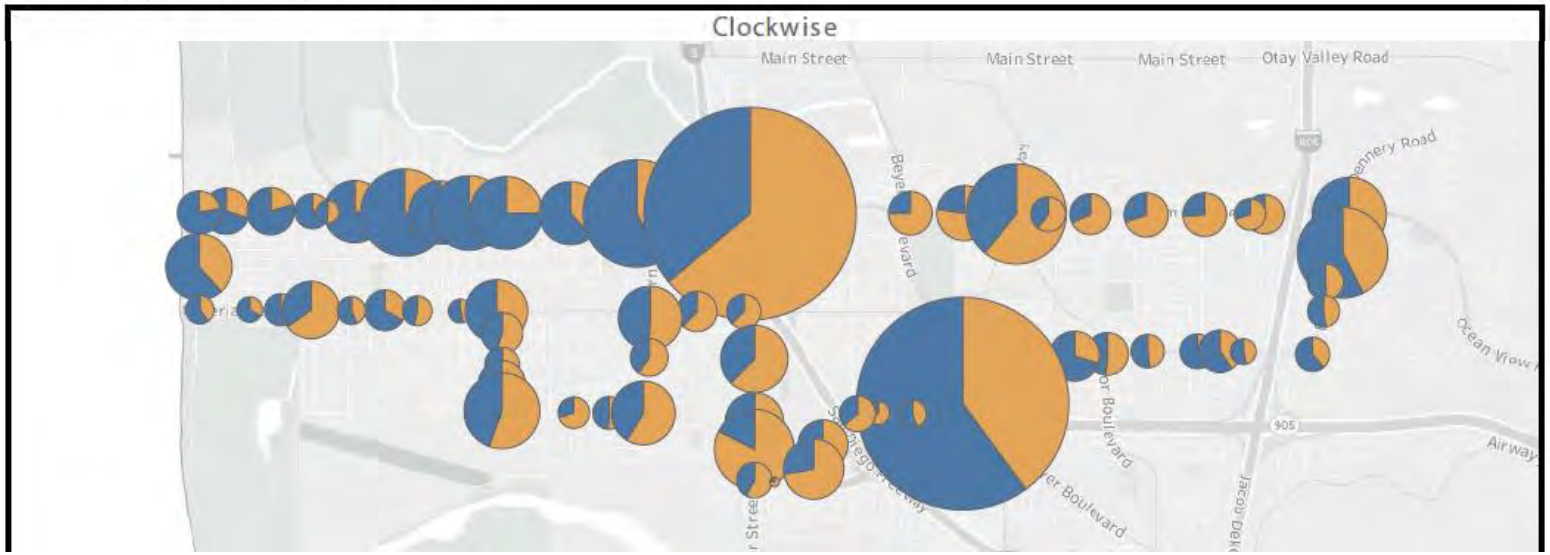
2016	Wkdy.	Sat.	Sun.
Current Freq.	10-15m	20m	30m
Avg. Pass.	**5,771**	**3,186**	**1,480**
Annual Passengers:			1,733,433

2016	Rt. 933/934	Category Average	All Bus Average
Pass./Rev. Hr.	**30.8**	31.2	28.8
Subsidy/Pass.	**$1.45**	$1.76	$1.90
Fbx. Recovery	**40.7%**	36.5%	35.2%

Weekday Ridership Route 933



Weekday Ridership Route 934



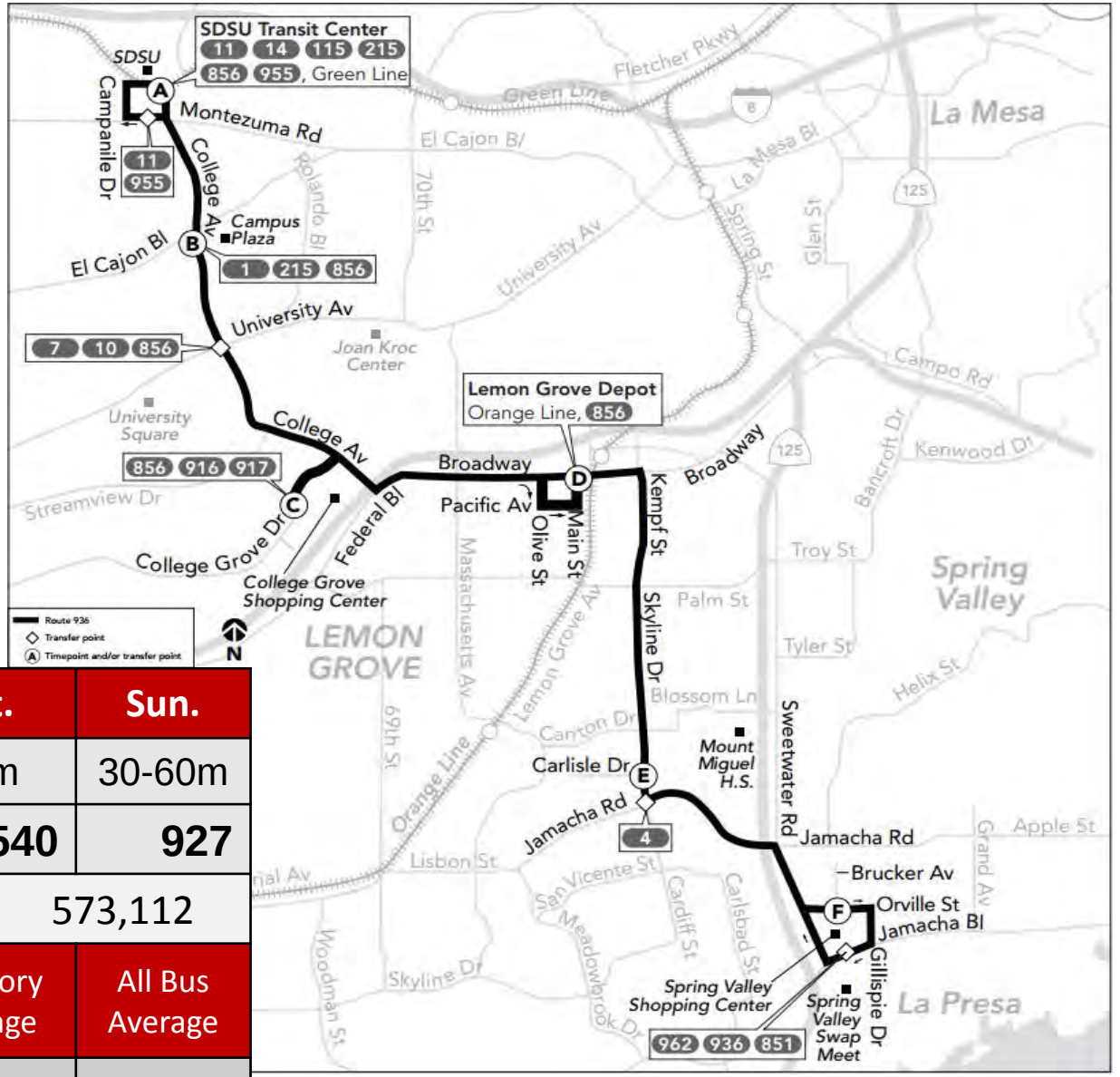
Route 936

Recommendation

- Discontinue segment into College Grove Drive.
 - Faster service between Lemon Grove and SDSU

Impacts

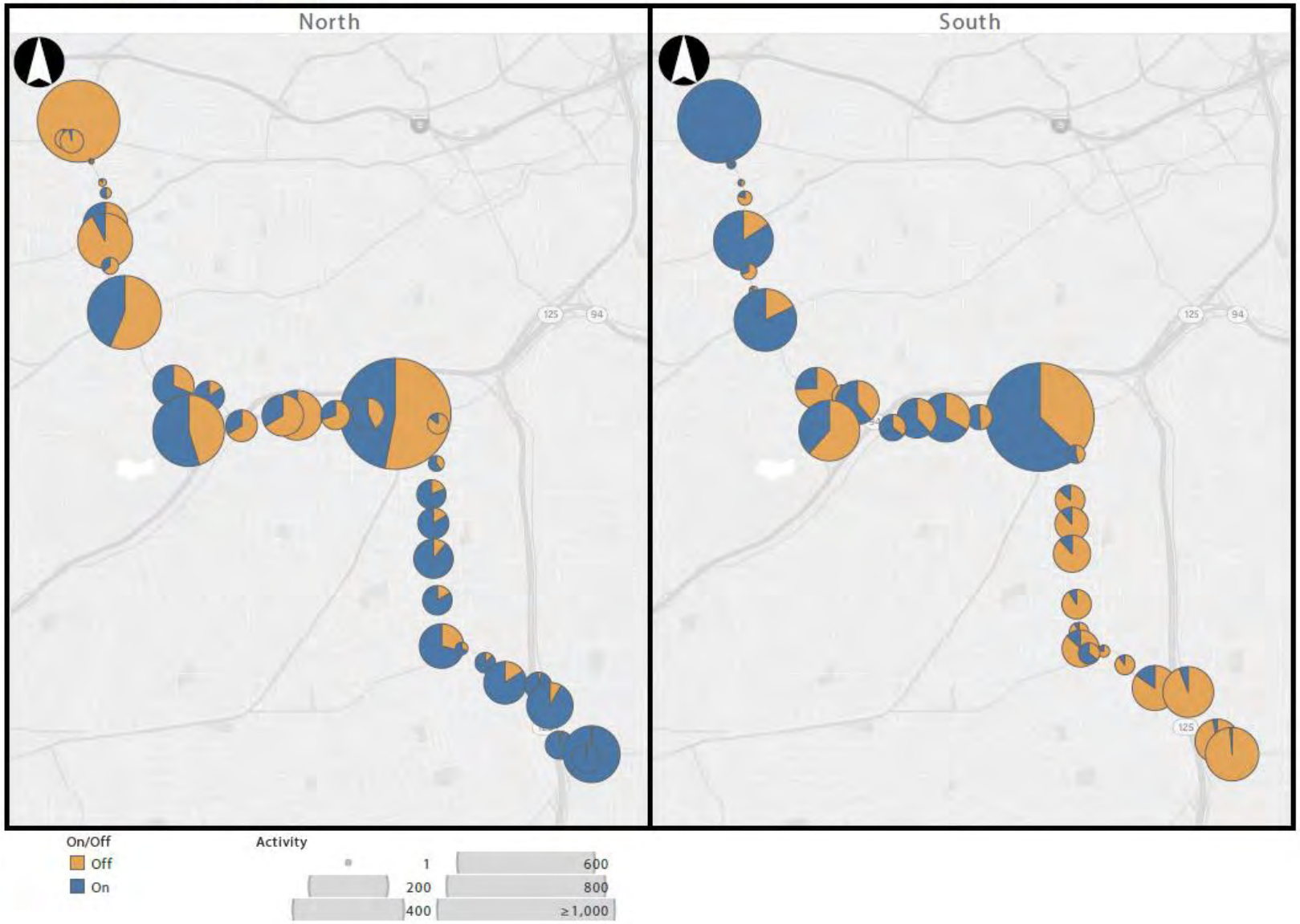
- Longer walk or transfer to access some College Grove businesses.



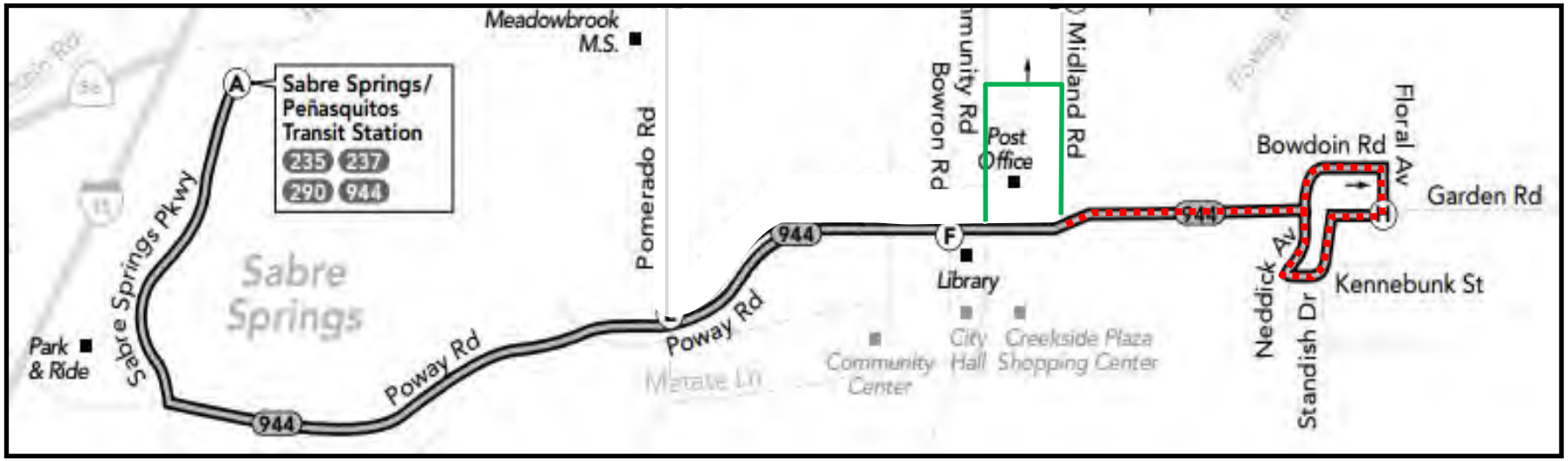
2016	Wkdy.	Sat.	Sun.
Current Freq.	30m	30m	30-60m
Avg. Pass.	**1,701**	**1,540**	**927**
Annual Passengers:			573,112

2016	Rt. 936	Category Average	All Bus Average
Pass./Rev. Hr.	**27.3**	24.0	28.8
Subsidy/Pass.	**$0.82**	$1.64	$1.90
Fbx. Recovery	**56.9%**	38.9%	35.2%

Weekday Ridership Route 936



Route 944



2016	Wkdy.	Sat.	Sun.
Current Freq.	30m	60m	----
Avg. Pass.	**249**	**99**	**----**
Annual Passengers:		68,892	

2016	Rt. 944	Category Average	All Bus Average
Pass./Rev. Hr.	**8.8**	24.0	28.8
Subsidy/Pass.	**$4.28**	$1.64	$1.90
Fbx. Recovery	**18.8%**	38.9%	35.2%

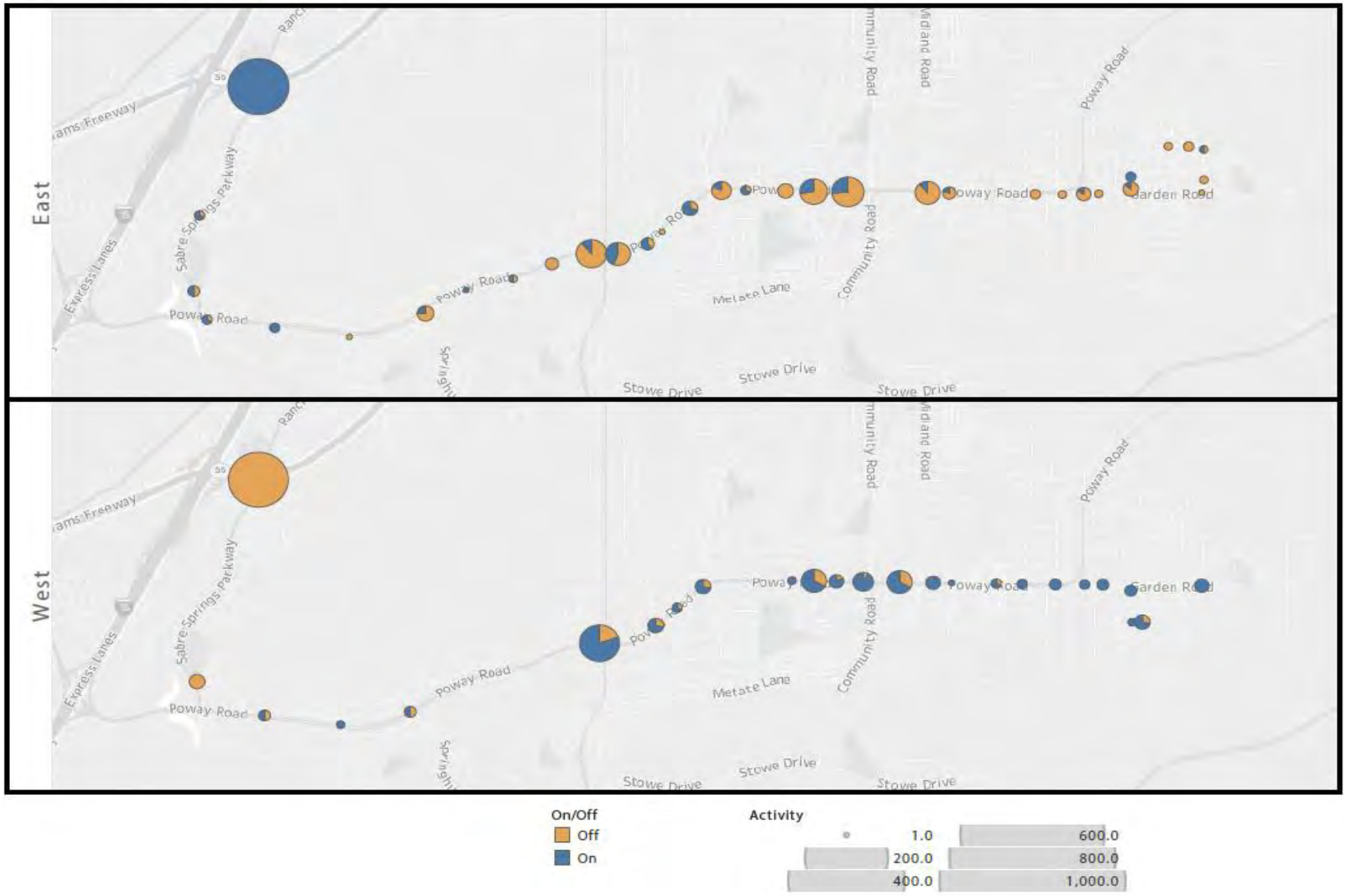
Recommendation

- Move eastern turnaround from Garden Rd. area to Midland Rd./ Hilleary Place.
- More density and commercial off Community Rd.
- Shorter route makes better regional connections

Impacts

- Loss of service to SE Poway.

Weekday Ridership Route 944



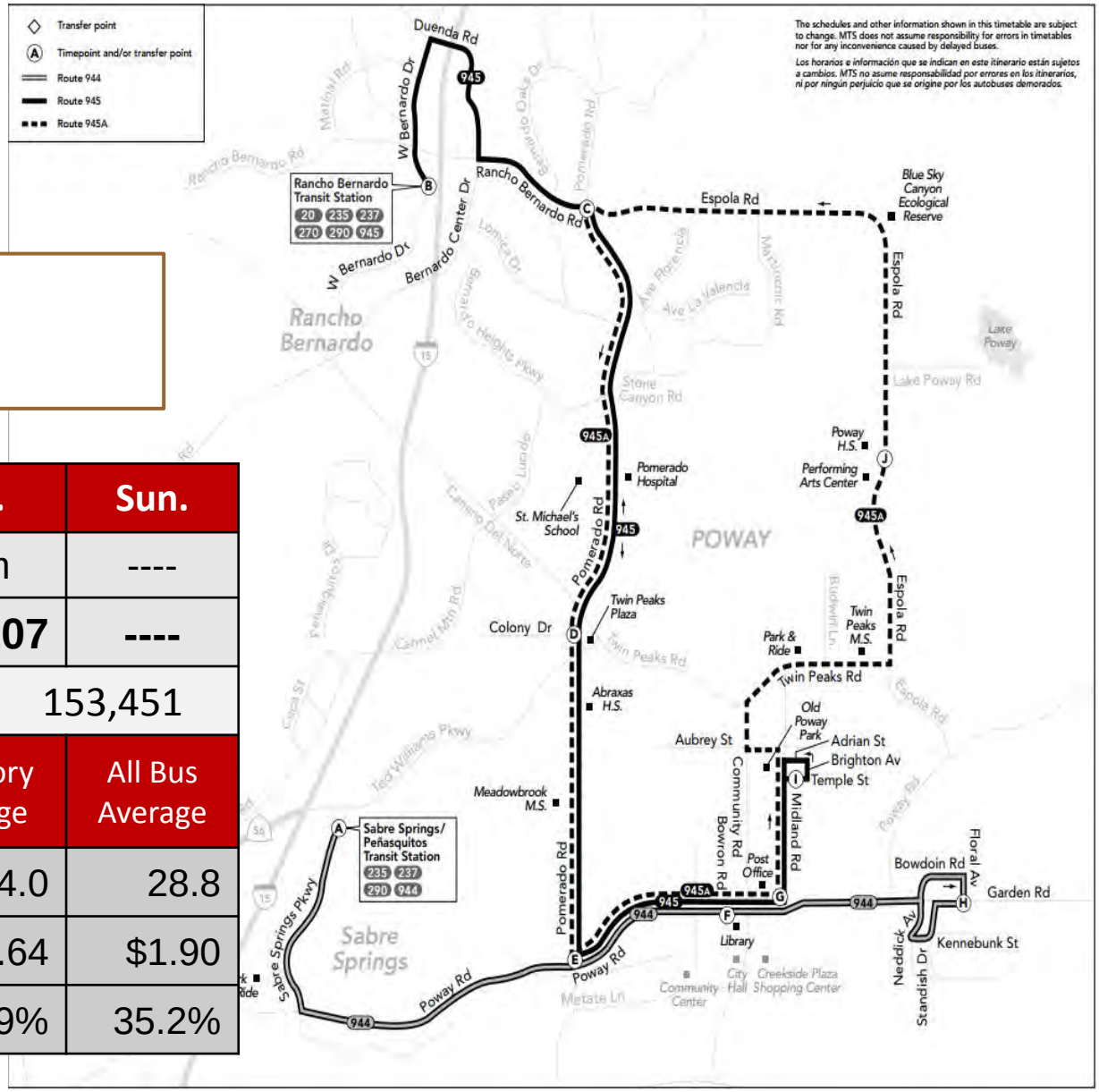
Route 945

Recommendation

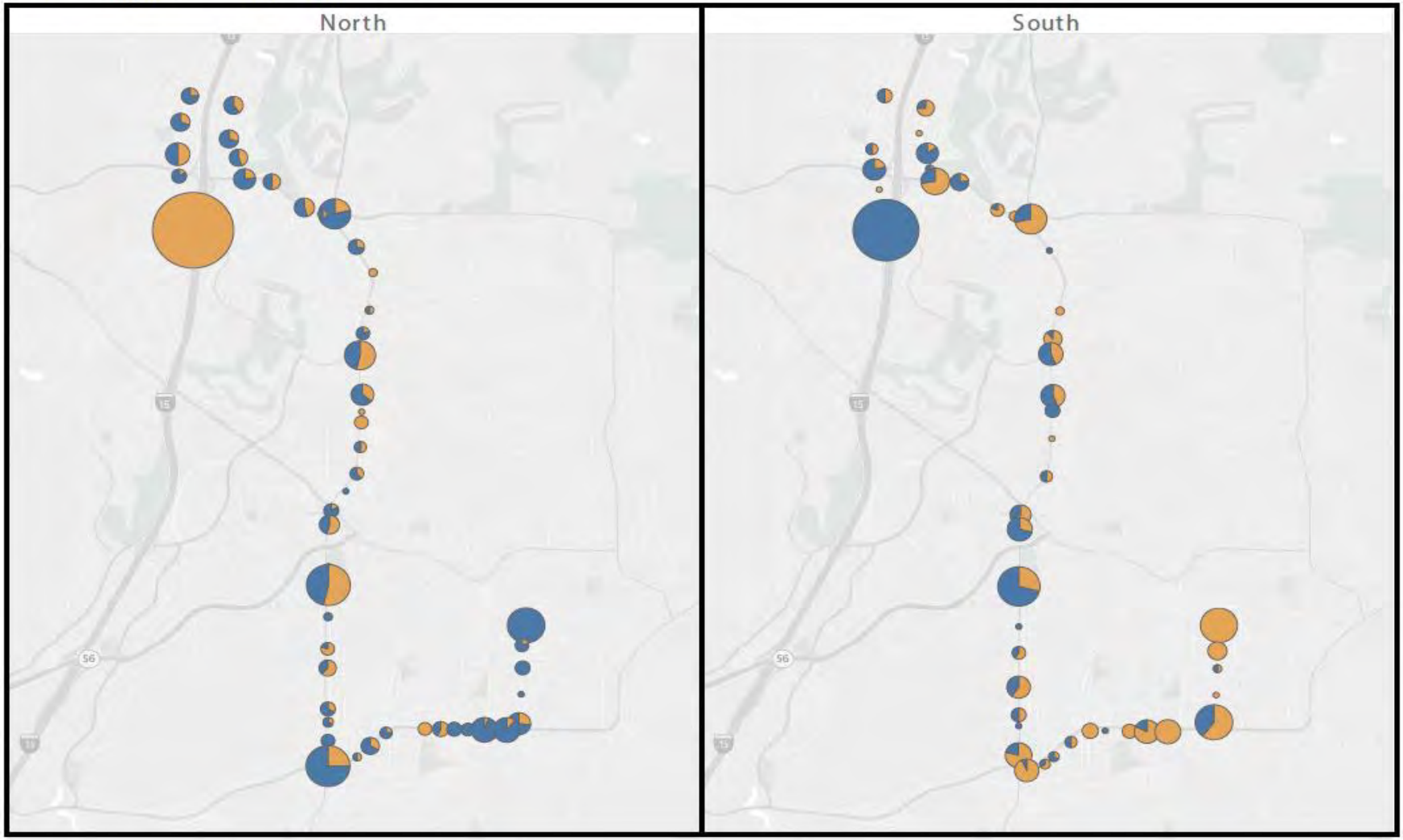
- No proposed changes.

2016	Wkdy.	Sat.	Sun.
Current Freq.	30m	45m	----
Avg. Pass.	**557**	**207**	**----**
Annual Passengers:		153,451	

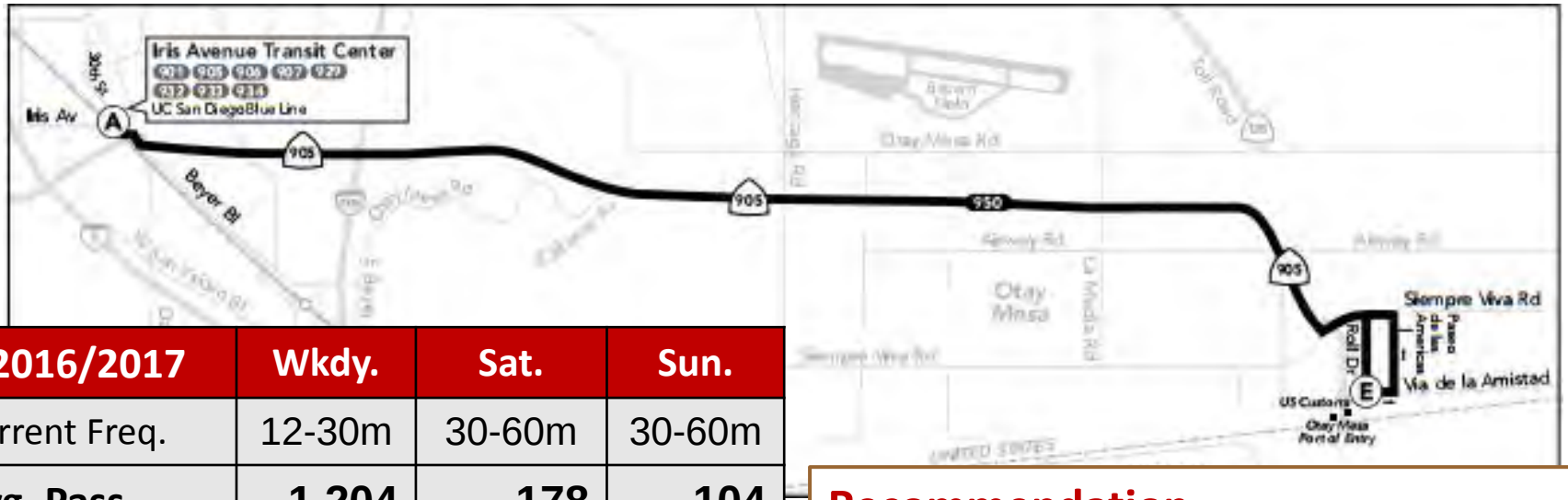
2016	Rt. 945	Category Average	All Bus Average
Pass./Rev. Hr.	**11.9**	24.0	28.8
Subsidy/Pass.	**$2.84**	$1.64	$1.90
Fbx. Recovery	**26.9%**	38.9%	35.2%



Weekday Ridership Route 945



Route 950



2016/2017	Wkdy.	Sat.	Sun.
Current Freq.	12-30m	30-60m	30-60m
Avg. Pass.	**1,204**	**178**	**104**
Annual Passengers:		176,228	

2016/2017	Rt. 950	Category Average	All Bus Average
Pass./Rev. Hr.	**62.2**	25.6	28.8
Subsidy/Pass.	**$1.30**	$3.39	$1.90
Fbx. Recovery	**39.2%**	22.9%	35.2%

Recommendation

- Increase weekday frequency to every 10 minutes in peaks.
- Expand span of service into evening.

Impacts

- Resources reallocated from some Rt. 905 service.

Weekday Ridership Route 950



Route 955

2016	Wkdy.	Sat.	Sun.
Current Freq.	15m	20m	30m
Avg. Pass.	**4,740**	**2,705**	**1,636**
Annual Passengers:			1,454,467

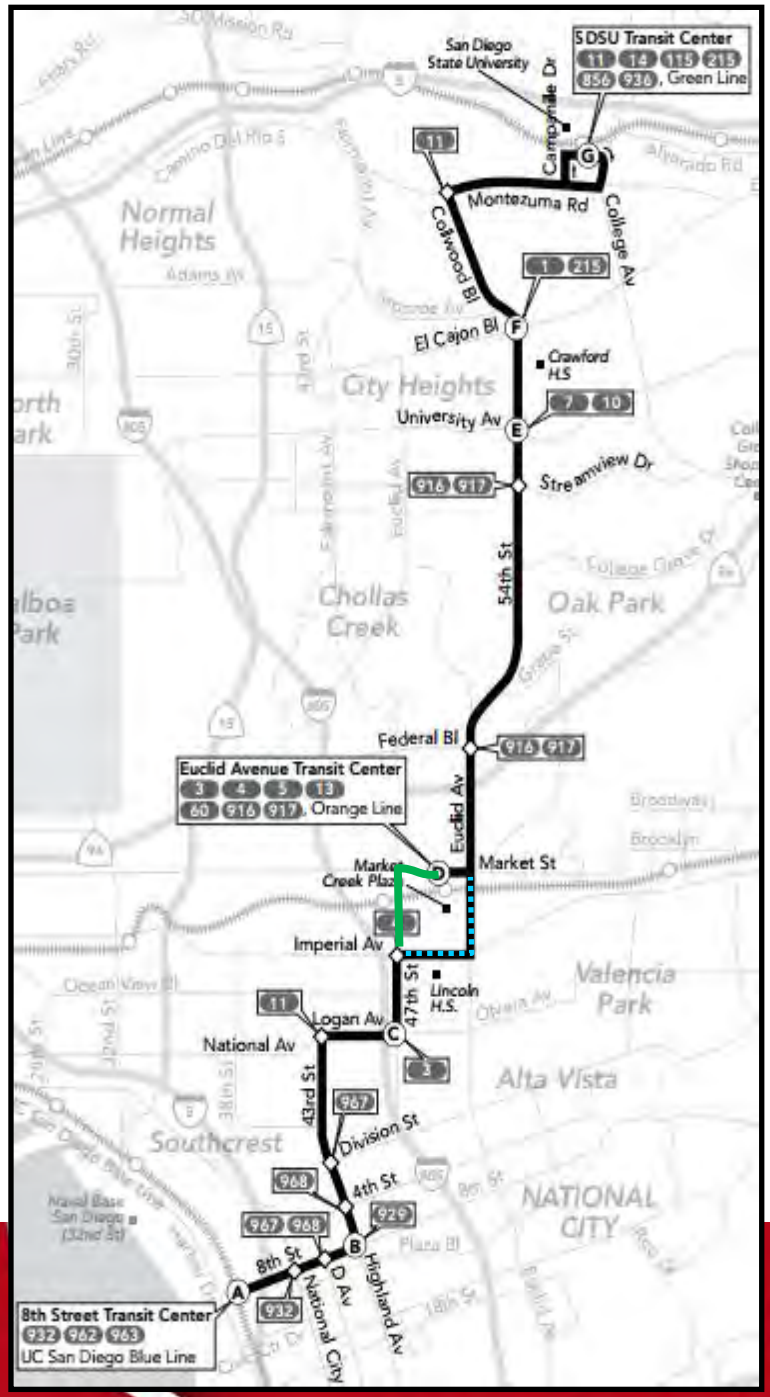
2016	Rt. 955	Category Average	All Bus Average
Pass./Rev. Hr.	**34.0**	31.2	28.8
Subsidy/Pass.	**$0.62**	$1.76	$1.90
Fbx. Recovery	**62.5%**	36.5%	35.2%

Recommendation

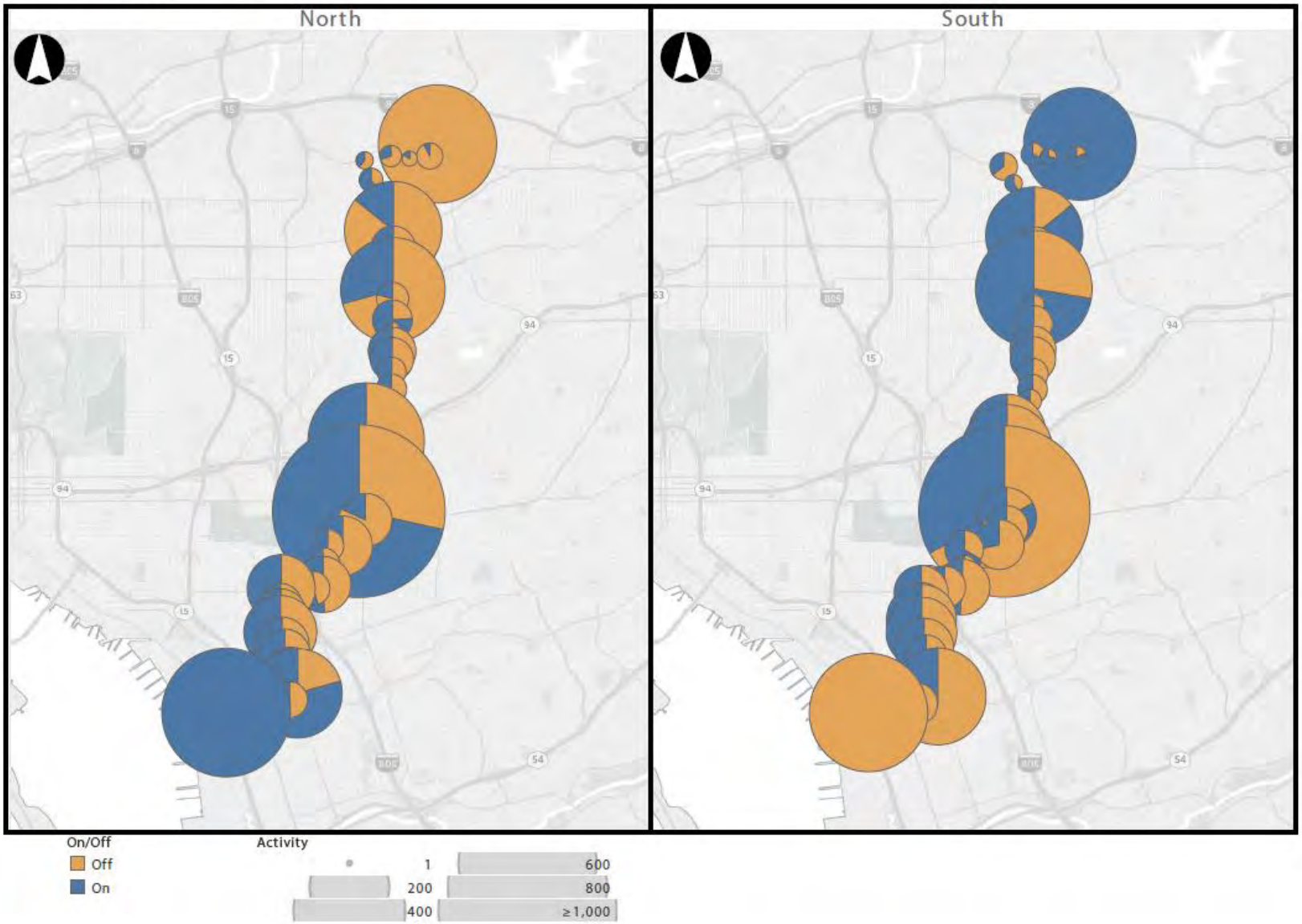
- Increase weekday frequency from 15 to 12 minutes.

Impacts

- More capacity and rider flexibility from increased frequency.



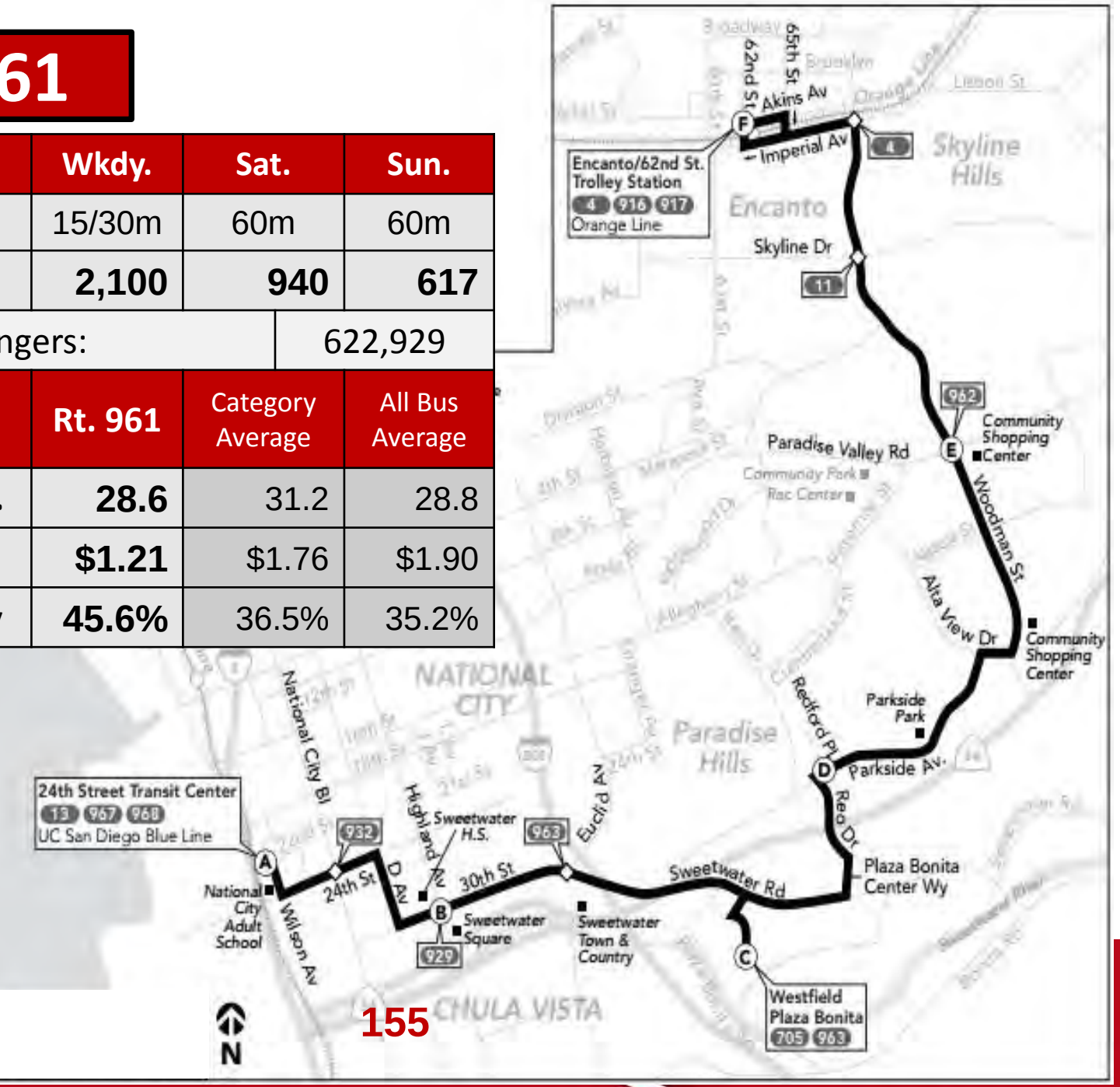
Weekday Ridership Route 955



Route 961

2016	Wkdy.	Sat.	Sun.
Current Freq.	15/30m	60m	60m
Avg. Pass.	**2,100**	**940**	**617**
Annual Passengers:		622,929	

2016	Rt. 961	Category Average	All Bus Average
Pass./Rev. Hr.	**28.6**	31.2	28.8
Subsidy/Pass.	**$1.21**	$1.76	$1.90
Fbx. Recovery	**45.6%**	36.5%	35.2%

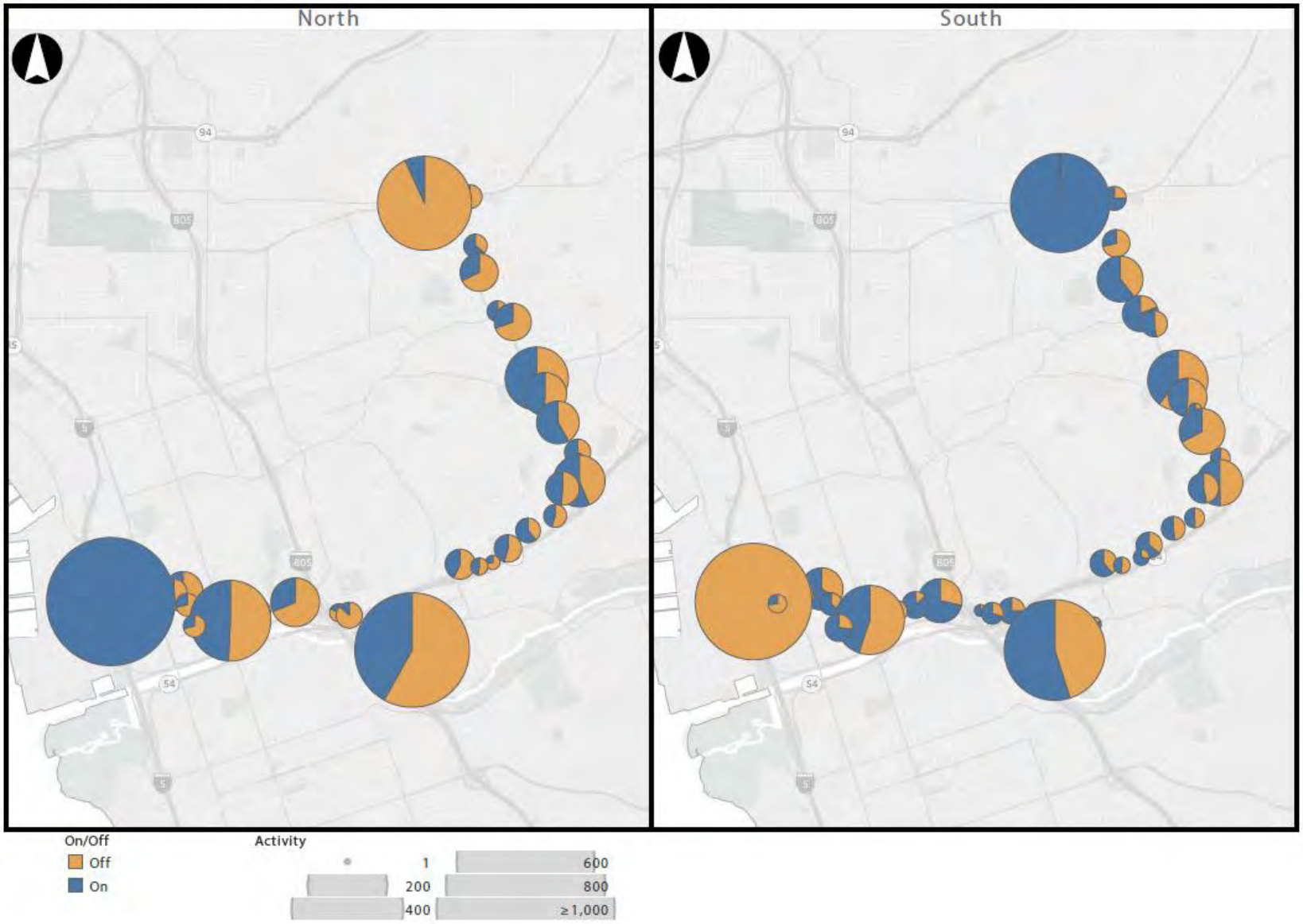


Recommendation

- No proposed changes.

(Saturday frequency was increased in September 2017 from every 60 min. to every 30 min.)

Weekday Ridership Route 961



Route 962

Recommendation

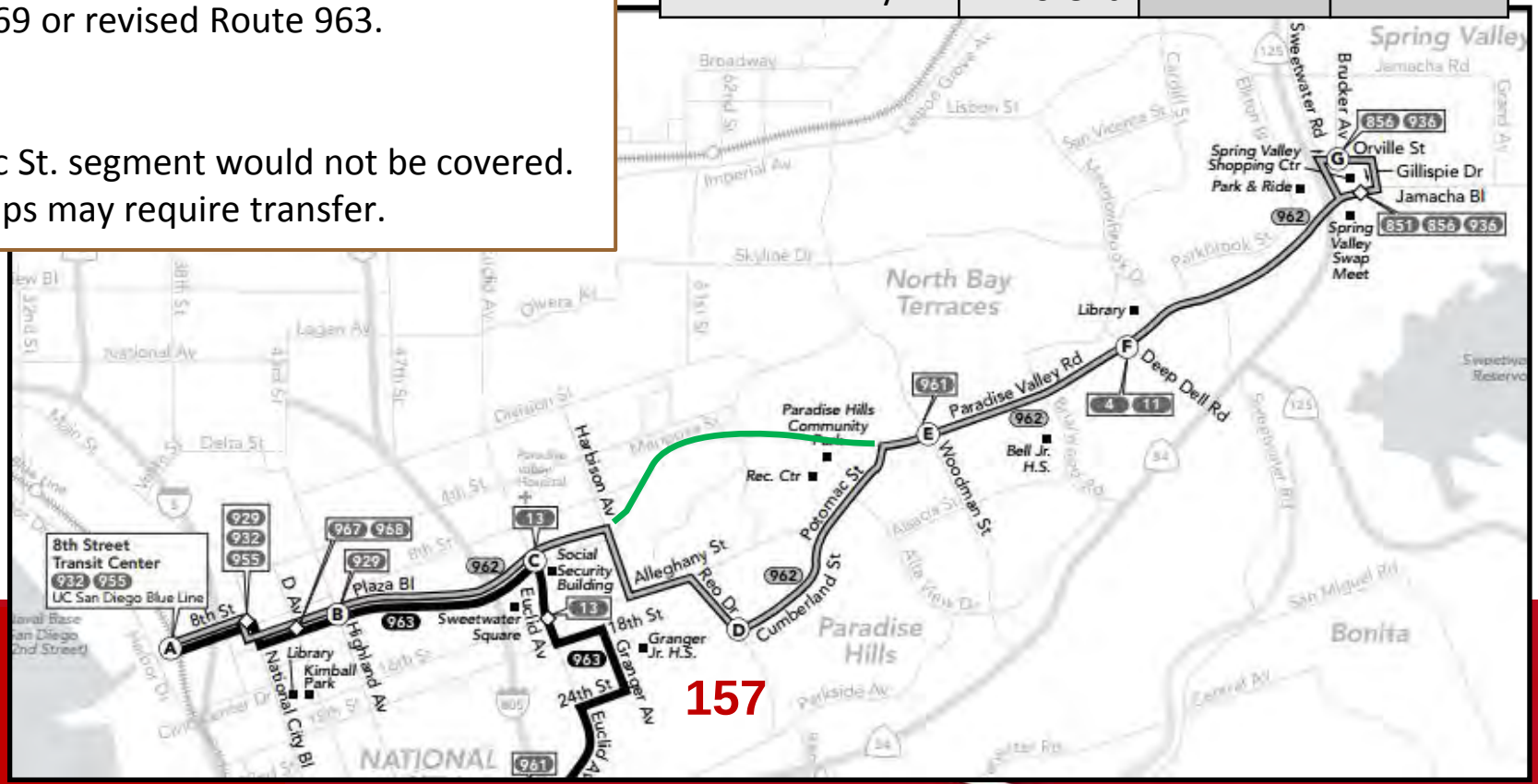
- Increase weekday base frequency from every 30 to every 15 minutes, and weekend frequency from every 60 to every 30 minutes.
- Streamline routing along Paradise Valley Rd., replacing local Paradise Hills service with new Route 969 or revised Route 963.

Impacts

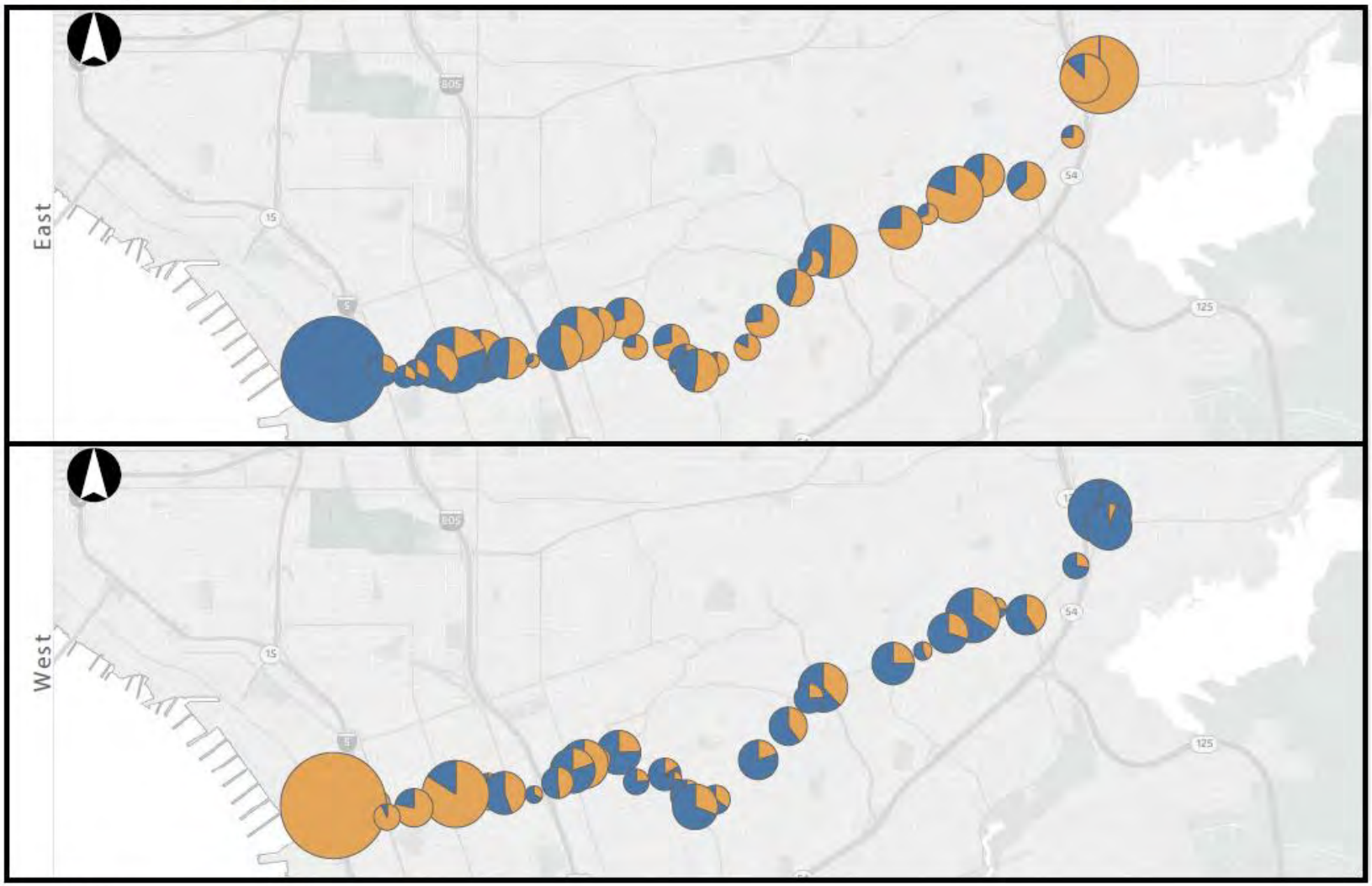
- Potomac St. segment would not be covered.
- Some trips may require transfer.

2016	Wkdy.	Sat.	Sun.
Current Freq.	30m	60m	60m
Avg. Pass.	**1,461**	**773**	**528**
Annual Passengers:			446,050

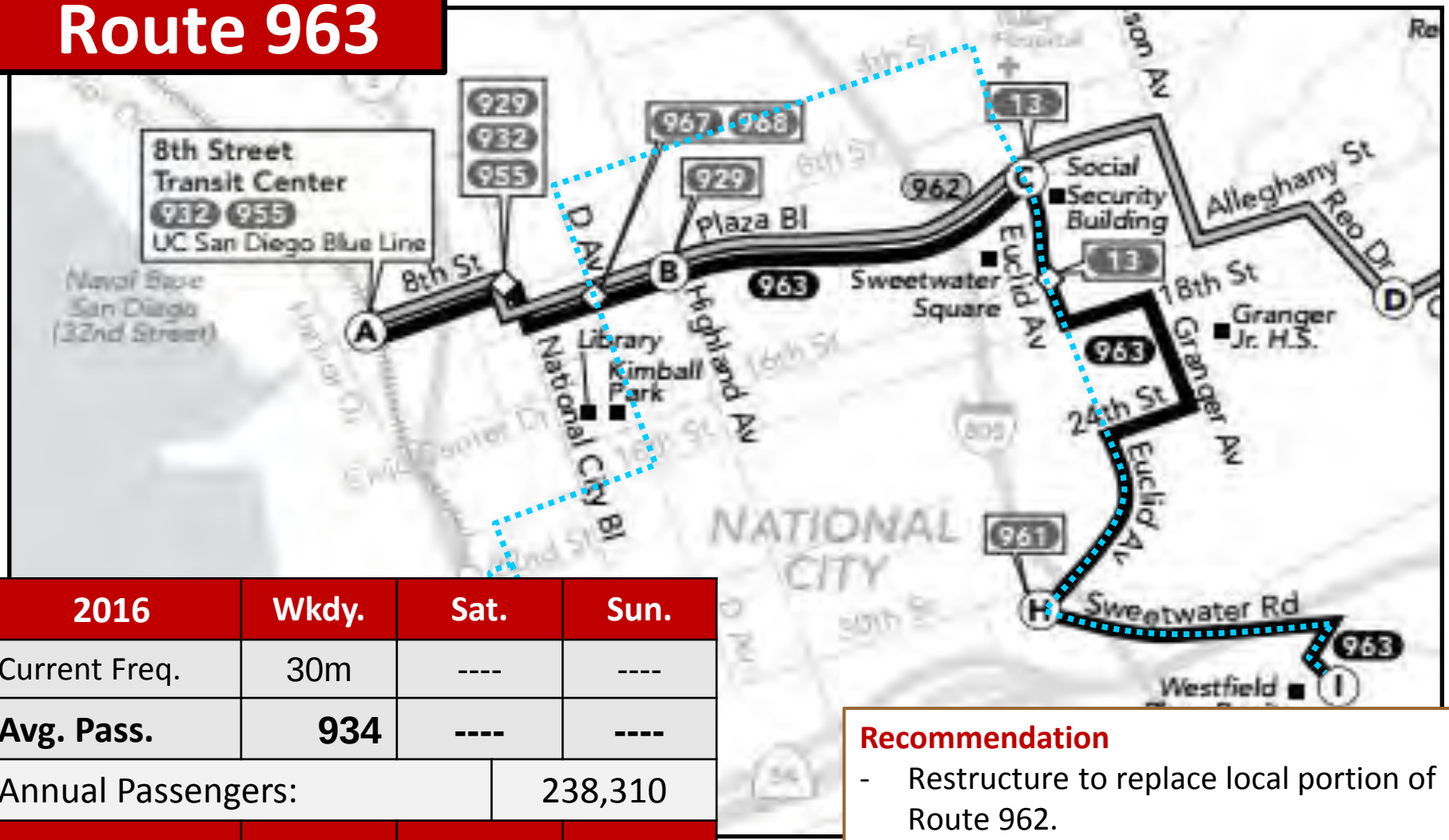
2016	Rt. 962	Category Average	All Bus Average
Pass./Rev. Hr.	**27.7**	24.0	28.8
Subsidy/Pass.	**$1.04**	$1.64	$1.90
Fbx. Recovery	**49.5%**	38.9%	35.2%



Weekday Ridership Route 962



Route 963



2016	Wkdy.	Sat.	Sun.
Current Freq.	30m	----	----
Avg. Pass.	**934**	**----**	**----**
Annual Passengers:		238,310	

2016	Rt. 963	Category Average	All Bus Average
Pass./Rev. Hr.	**24.6**	24.0	28.8
Subsidy/Pass.	**$1.15**	$1.64	$1.90
Fbx. Recovery	**47.0%**	38.9%	35.2%

Recommendation

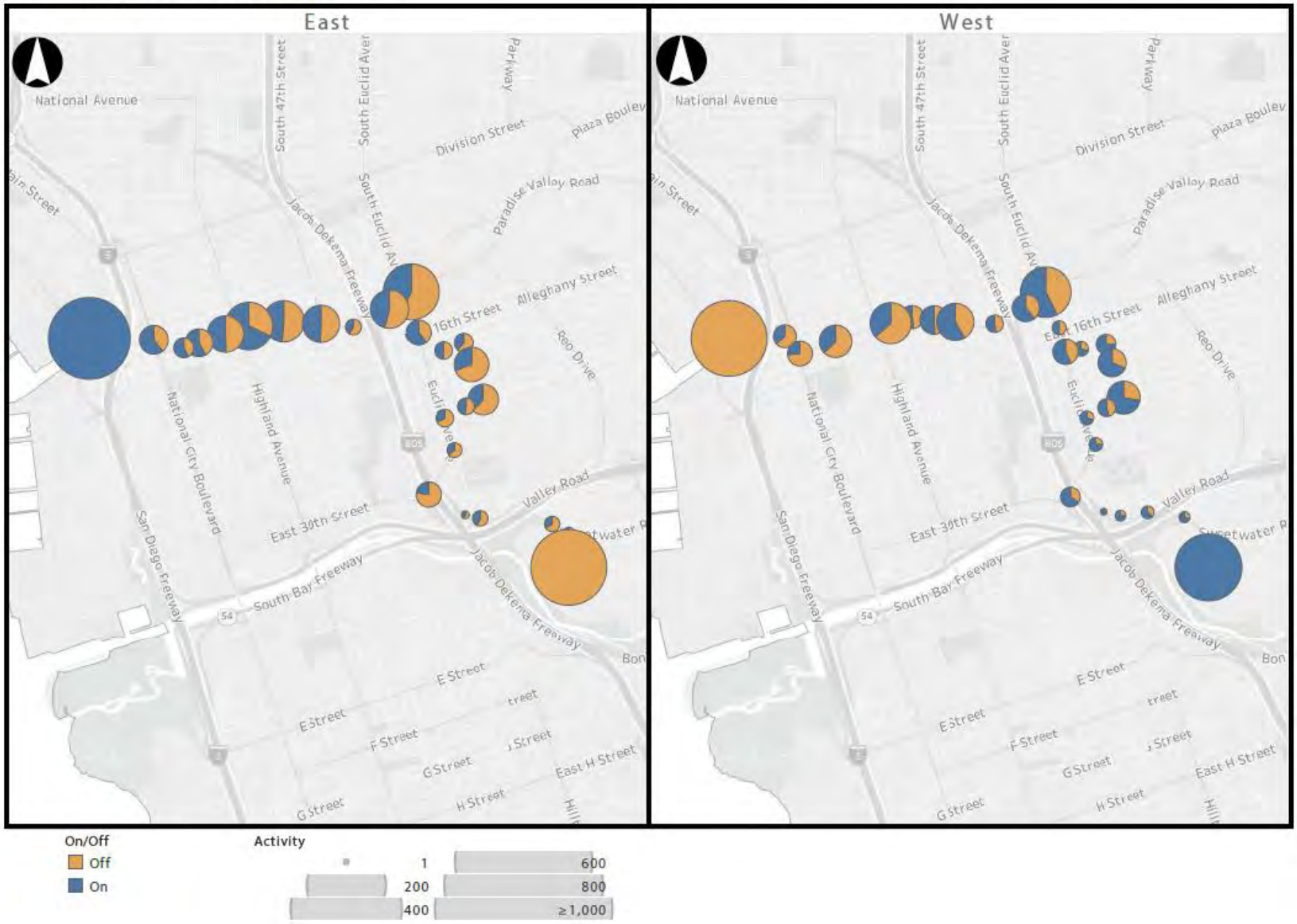
- Restructure to replace local portion of Route 962.

Impacts

- Most service replaced by a restructured Rt. 968.
- Lincoln Acres served on Euclid Ave. instead of Granger Ave.

159

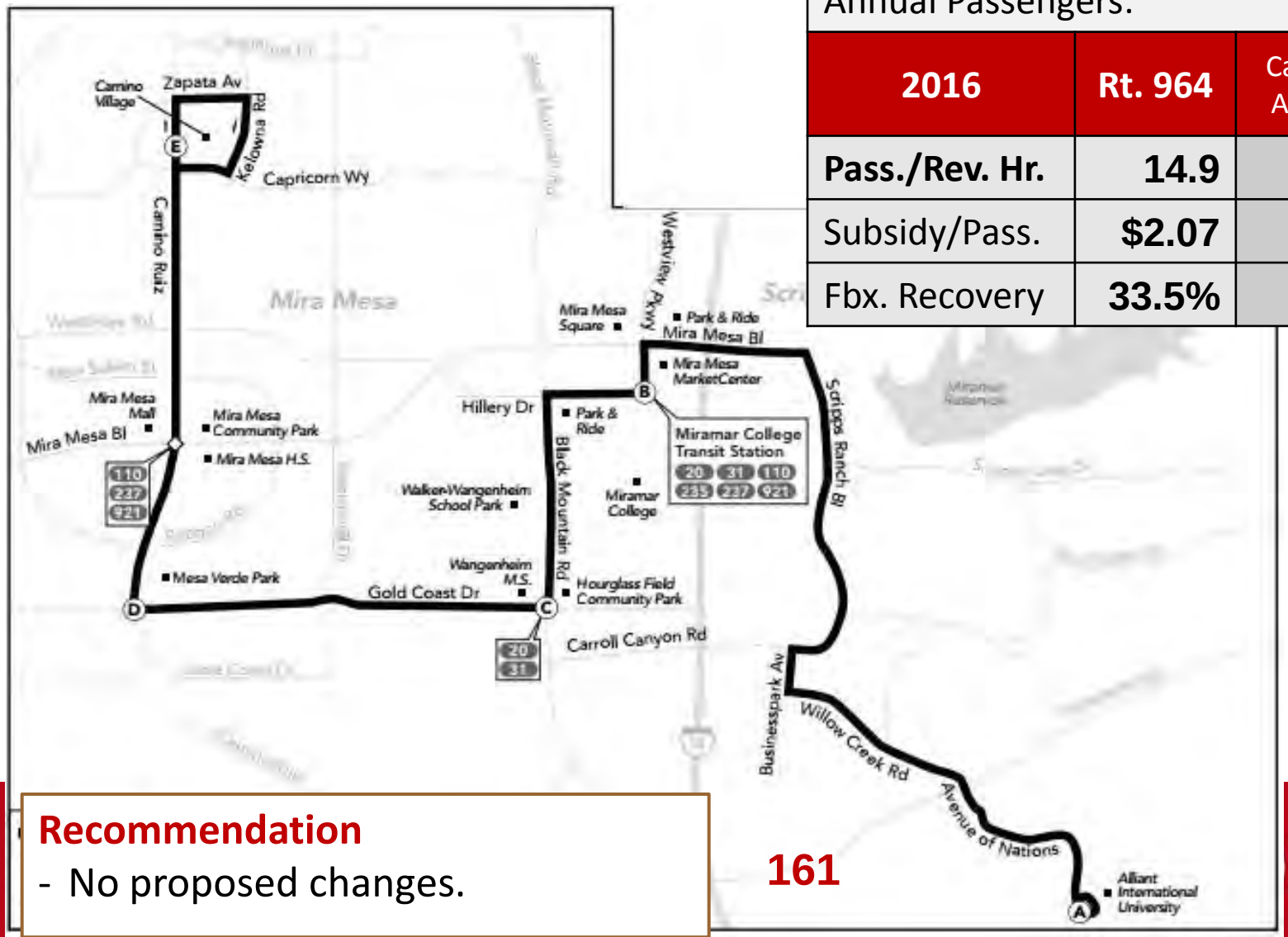
Weekday Ridership Route 963



Route 964

2016	Wkdy.	Sat.	Sun.
Current Freq.	30m	----	----
Avg. Pass.	**620**	**----**	**----**
Annual Passengers:			158,442

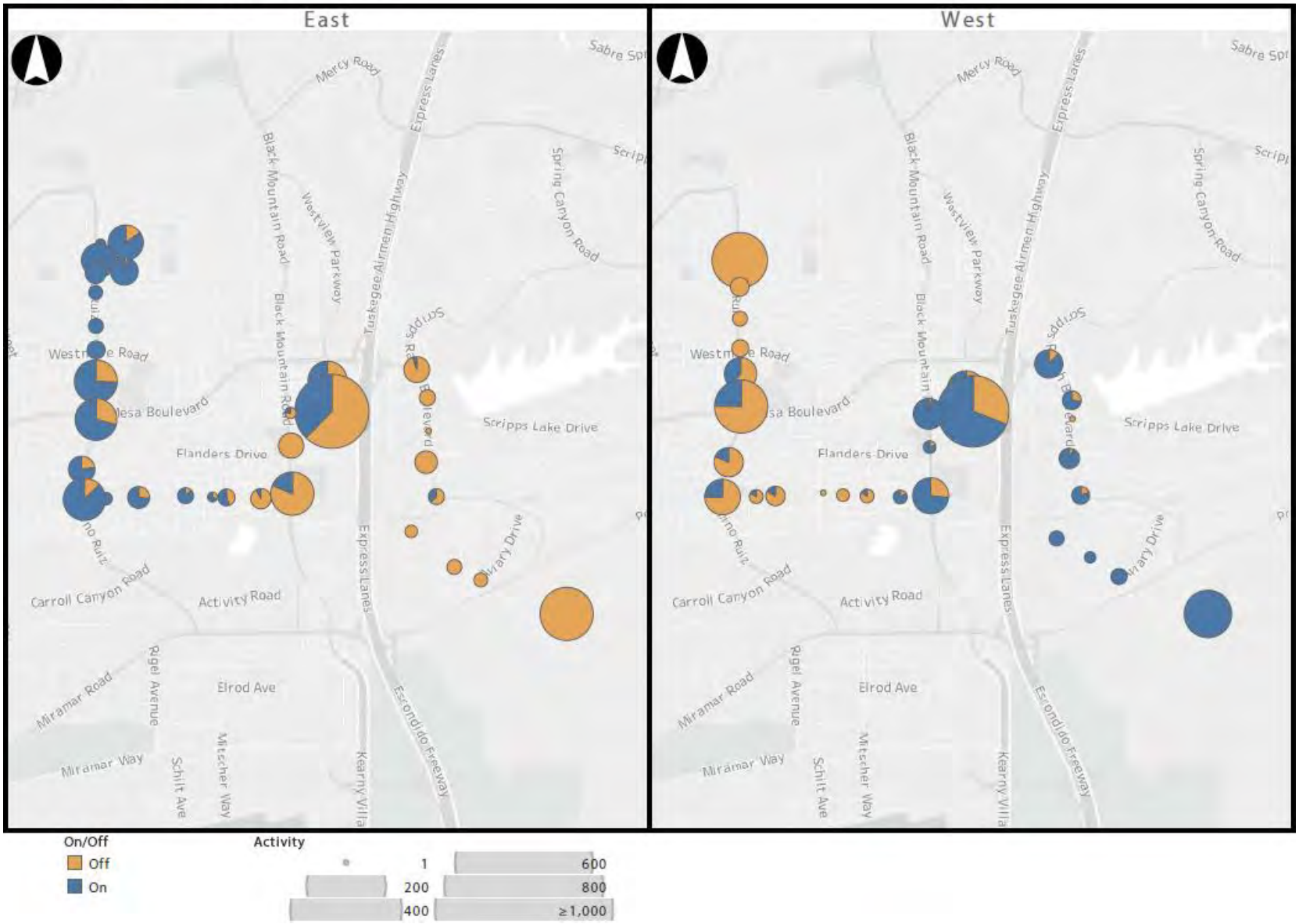
2016	Rt. 964	Category Average	All Bus Average
Pass./Rev. Hr.	**14.9**	14.6	28.8
Subsidy/Pass.	**$2.07**	$2.21	$1.90
Fbx. Recovery	**33.5%**	31.2%	35.2%



Recommendation

- No proposed changes.

Weekday Ridership Route 964



Route 965

2016	Wkdy.	Sat.	Sun.
Current Freq.	35m	35m	----
Avg. Pass.	**266**	**139**	**----**
Annual Passengers:			75,419

2016	Rt. 965	Category Average	All Bus Average
Pass./Rev. Hr.	**16.0**	14.6	28.8
Subsidy/Pass.	**$1.83**	$2.21	$1.90
Fbx. Recovery	**36.8%**	31.2%	35.2%

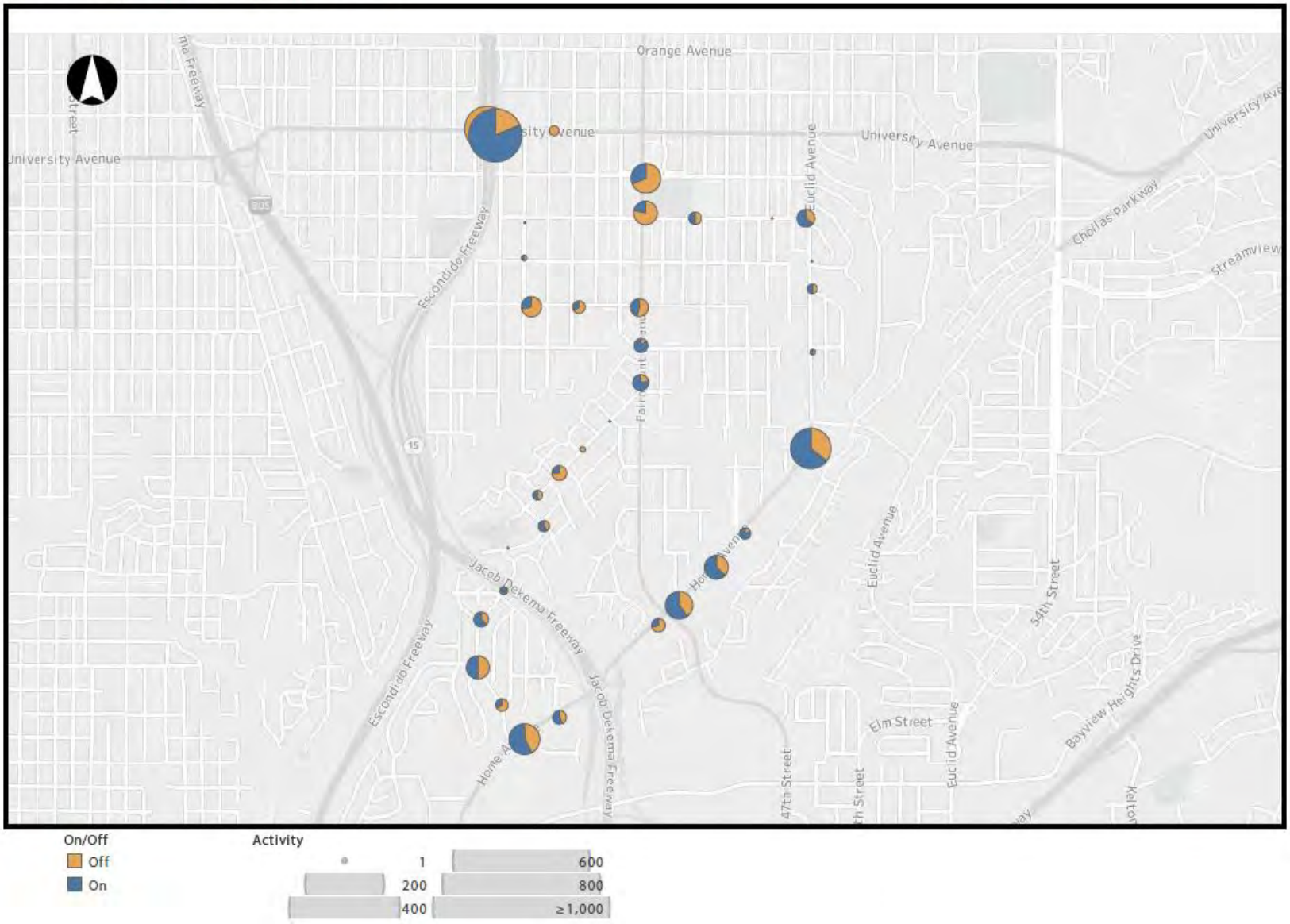
Recommendation

- No proposed changes.

(Minor route adjustments implemented June 2017.)



Weekday Ridership Route 965



Route 967 + 968

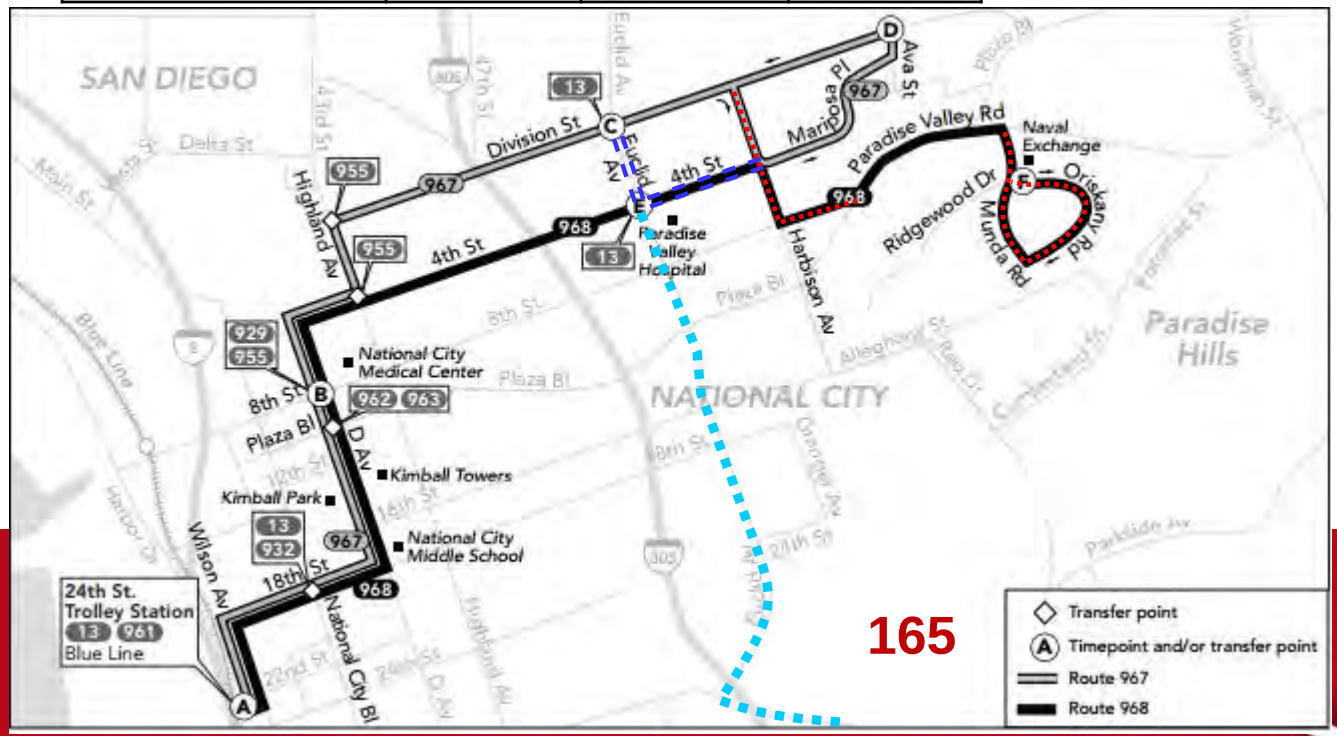
2016	Wkdy.	Sat.	Sun.
Current Freq.	30m/60m	60m/120m	----
Avg. Pass.	**408**	**107**	**----**
Annual Passengers:		109,751	

2016	Rt. 967/968	Category Average	All Bus Average
Pass./Rev. Hr.	**12.5**	24.0	28.8
Subsidy/Pass.	**$3.45**	$1.64	$1.90
Fbx. Recovery	**23.5%**	38.9%	35.2%

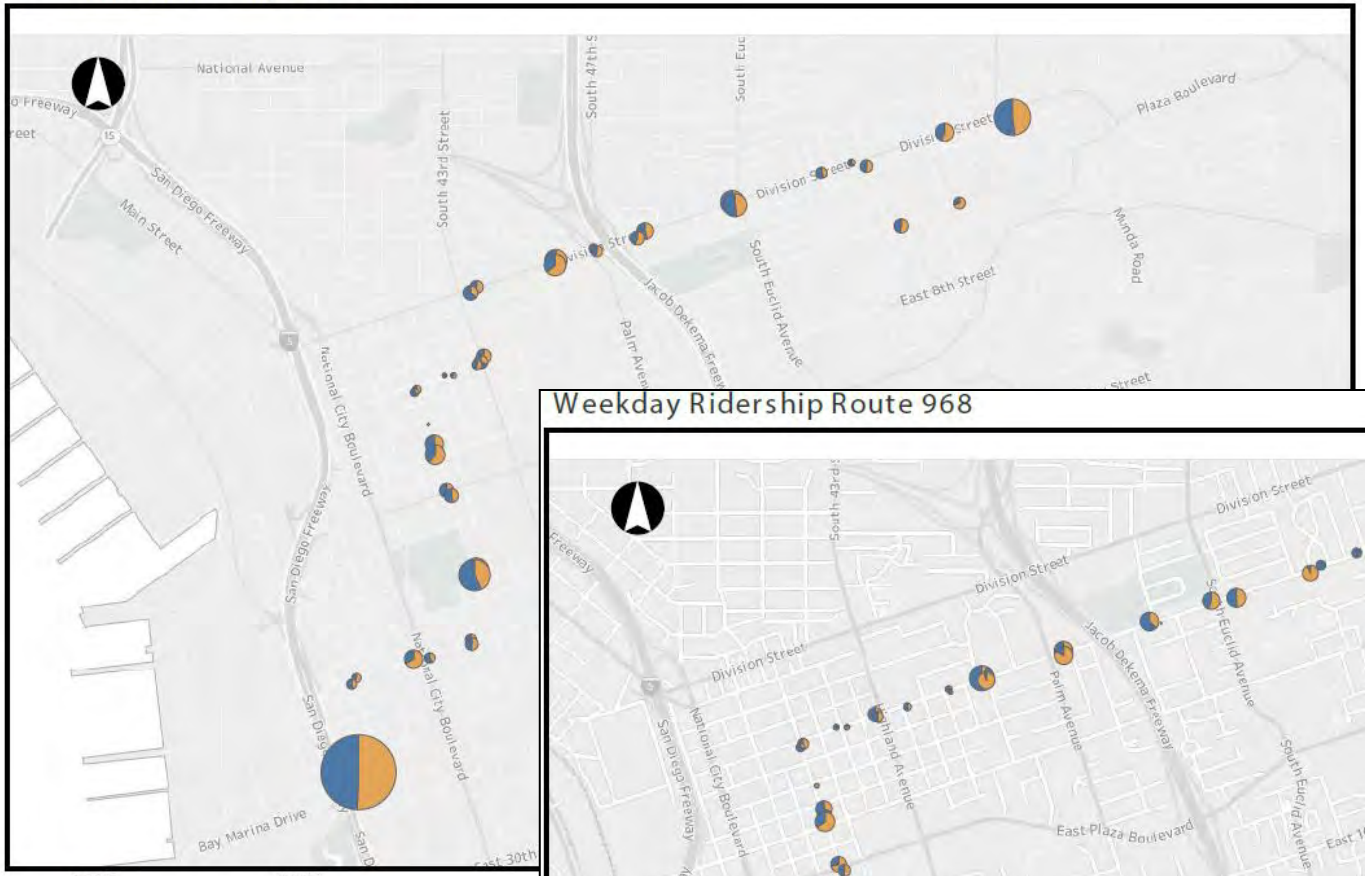
Recommendation – 967
- Shift leg of loop from Harbison Av. to Euclid Av.
- Discontinue Saturday service.

Recommendation – 968
- Restructure on the east end to travel south on Euclid Av. to Plaza Bonita.
- Discontinue service to Bayview Hills.
- Discontinue Saturday service.

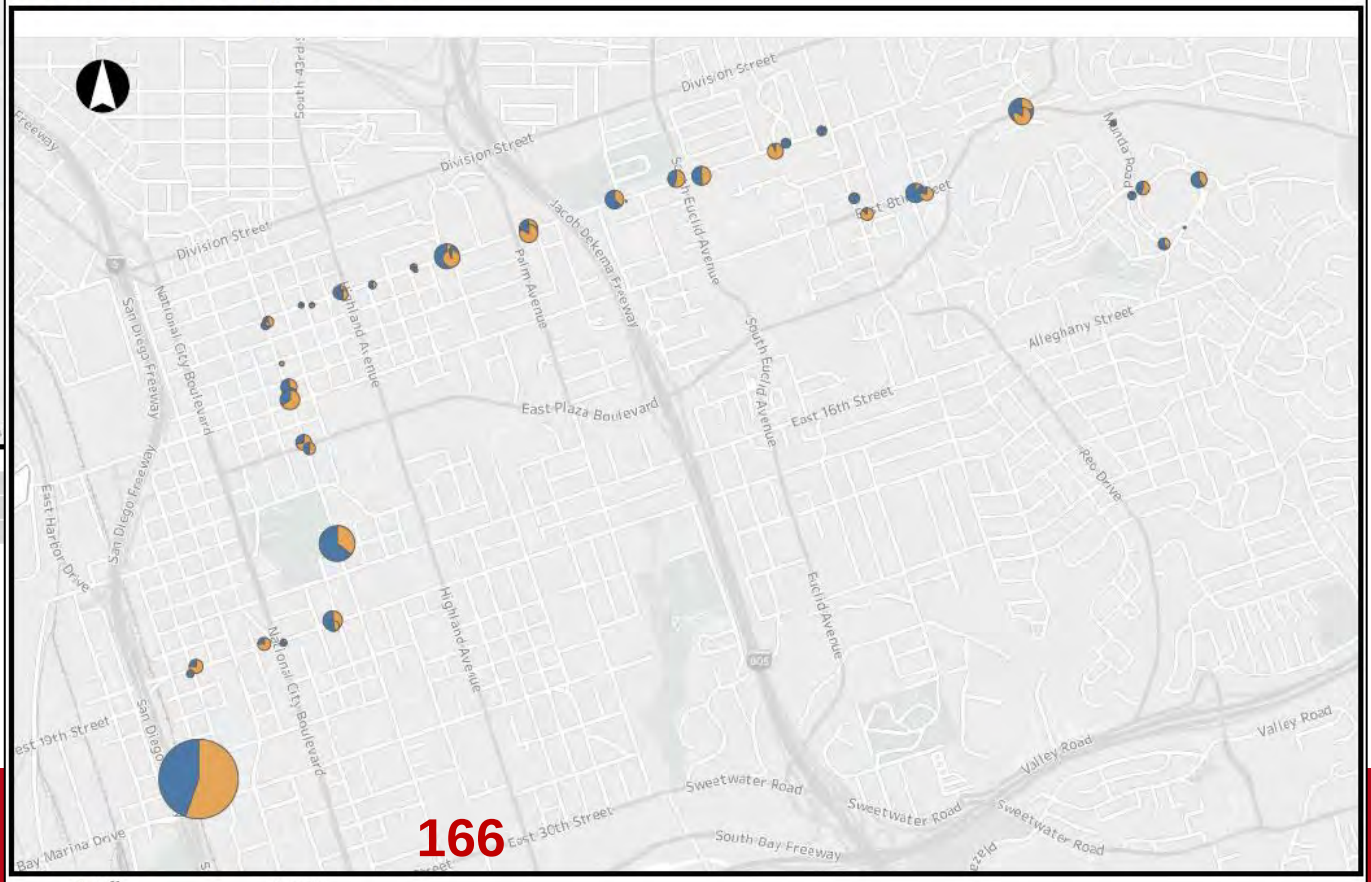
Impacts
- Loss of Saturday service.
- Bayview Hills riders would walk to Alleghany St. for Route 963 service.



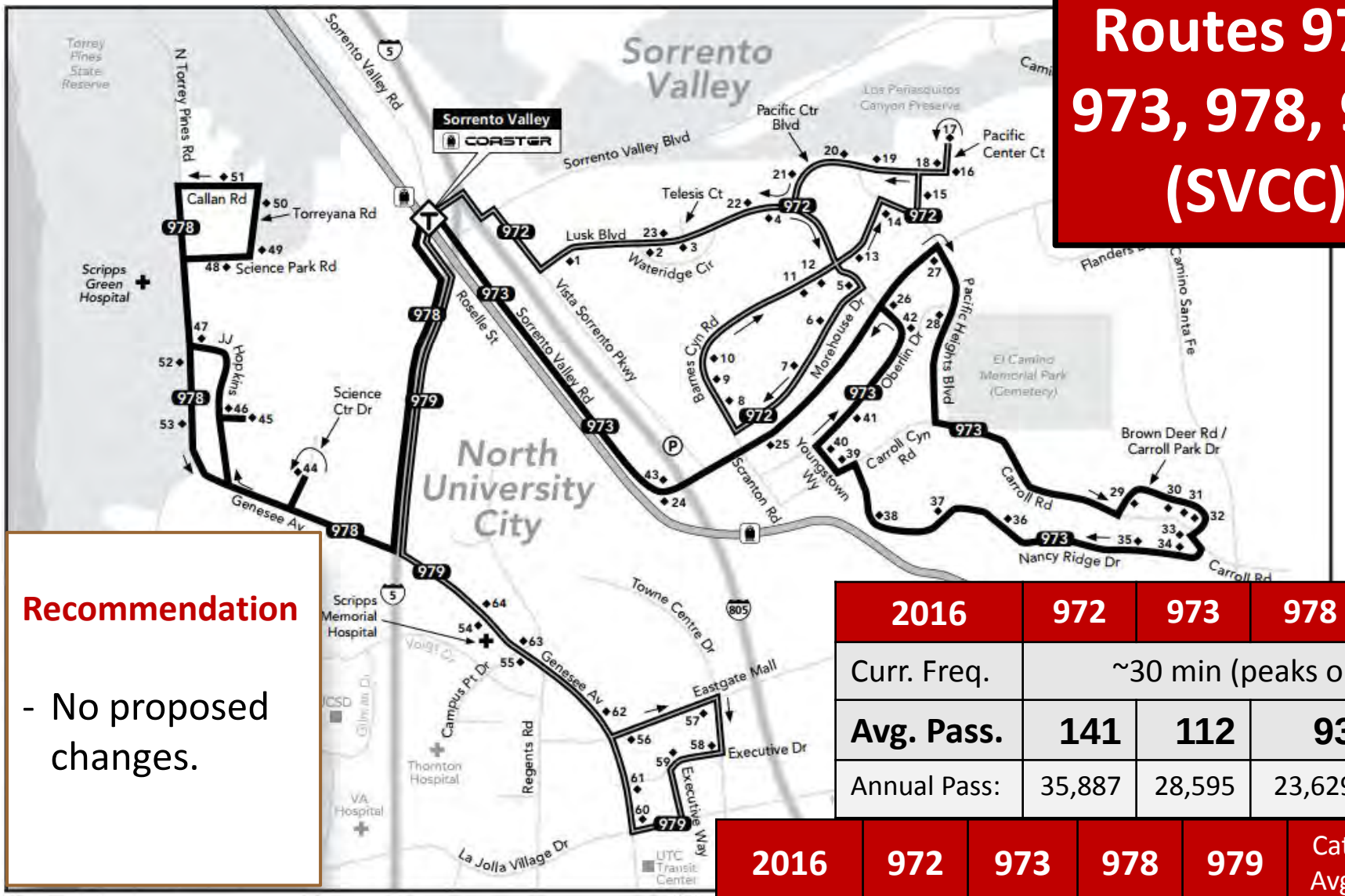
Weekday Ridership Route 967



Weekday Ridership Route 968



Routes 972, 973, 978, 979 (SVCC)



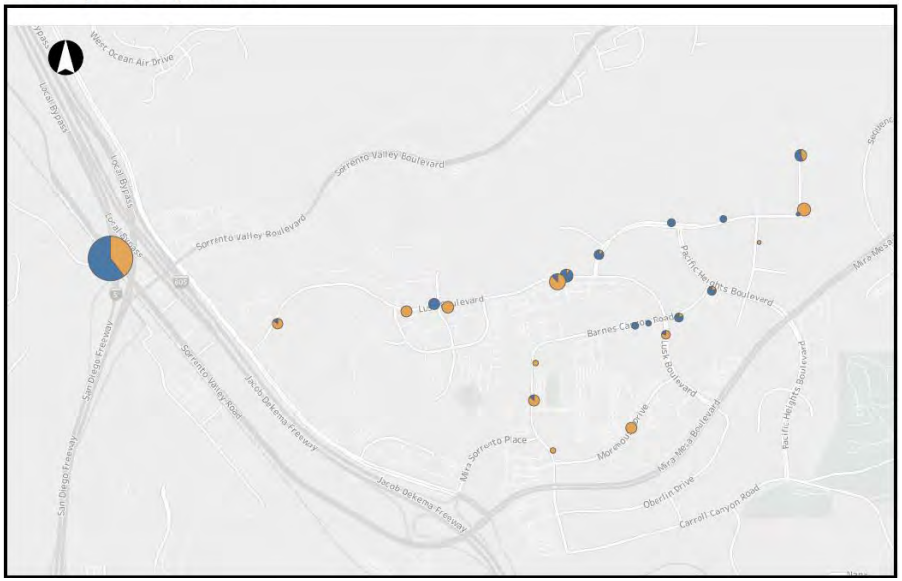
Recommendation

- No proposed changes.

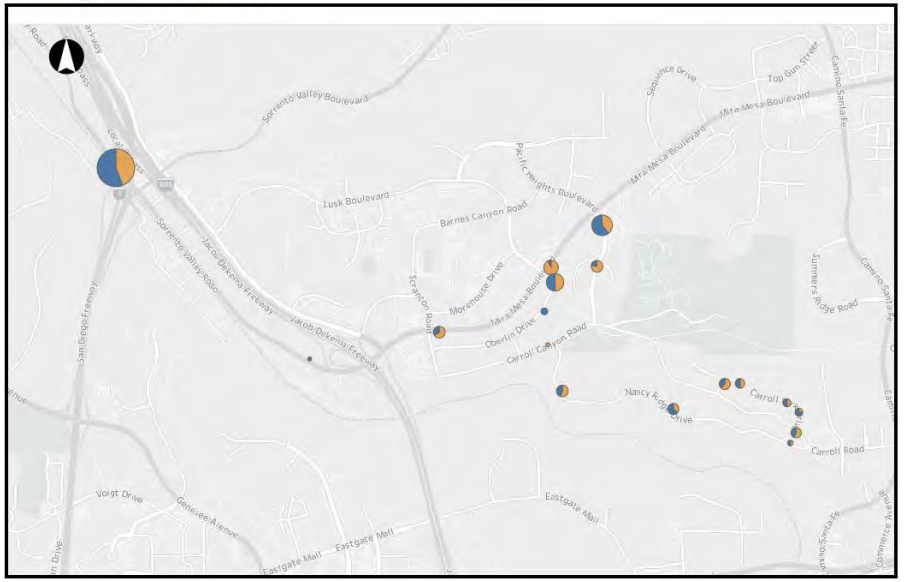
2016	972	973	978	979
Curr. Freq.	~30 min (peaks only)			
Avg. Pass.	**141**	**112**	**93**	**86**
Annual Pass:	35,887	28,595	23,629	21,934

2016	972	973	978	979	Cat. Avg.	All Bus
Pass./R.H.	**24.8**	**19.8**	**19.0**	**18.3**	14.6	28.8
Subs./Pass.	**$1.14**	**$1.69**	**$1.79**	**$1.91**	$2.21	$1.90
Fbx. Rec'y	**46.2%**	**36.8%**	**35.4%**	**34.0%**	31.2%	35.2%

Weekday Ridership Route 972



Weekday Ridership Route 973



Weekday Ridership Route 978



Weekday Ridership Route 979



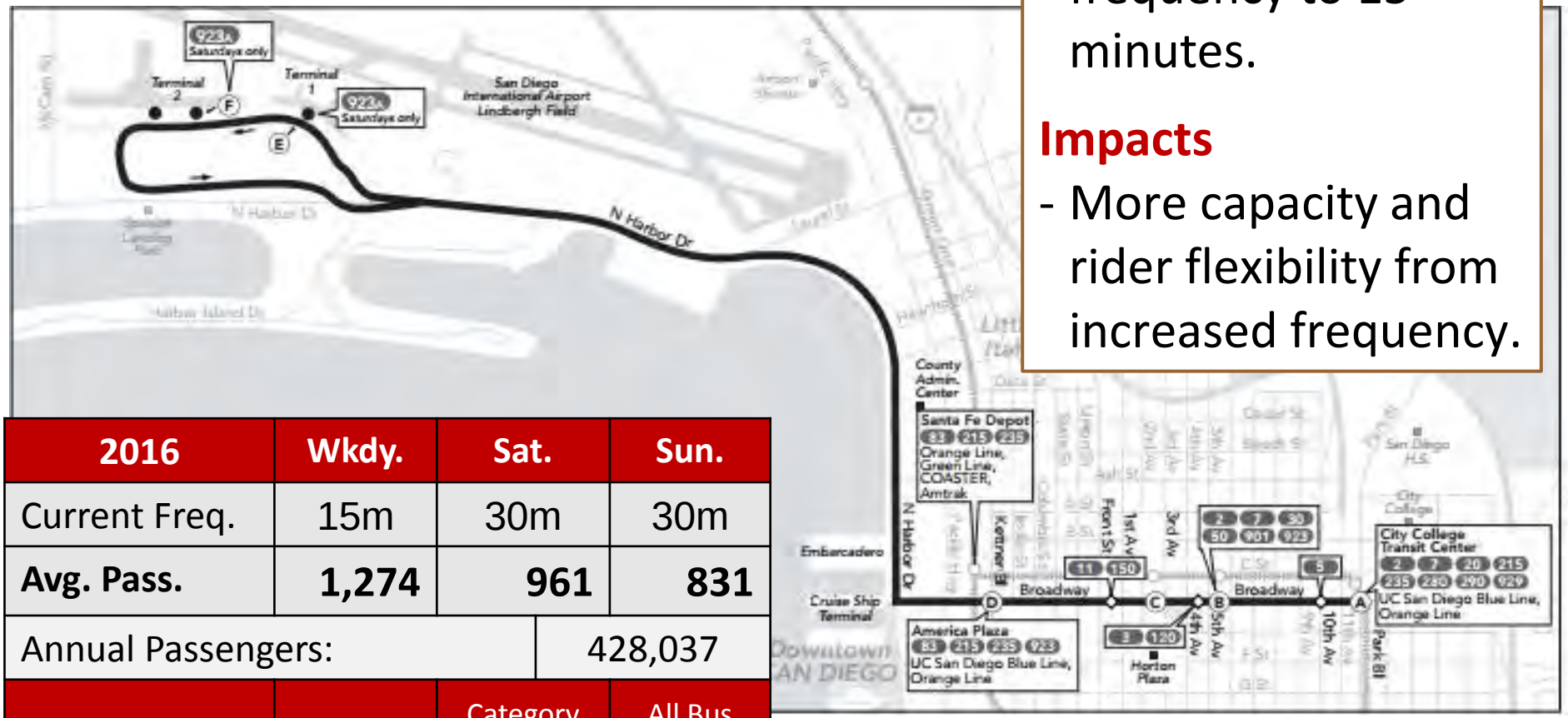
Route 992

Recommendation

- Increase weekend frequency to 15 minutes.

Impacts

- More capacity and rider flexibility from increased frequency.



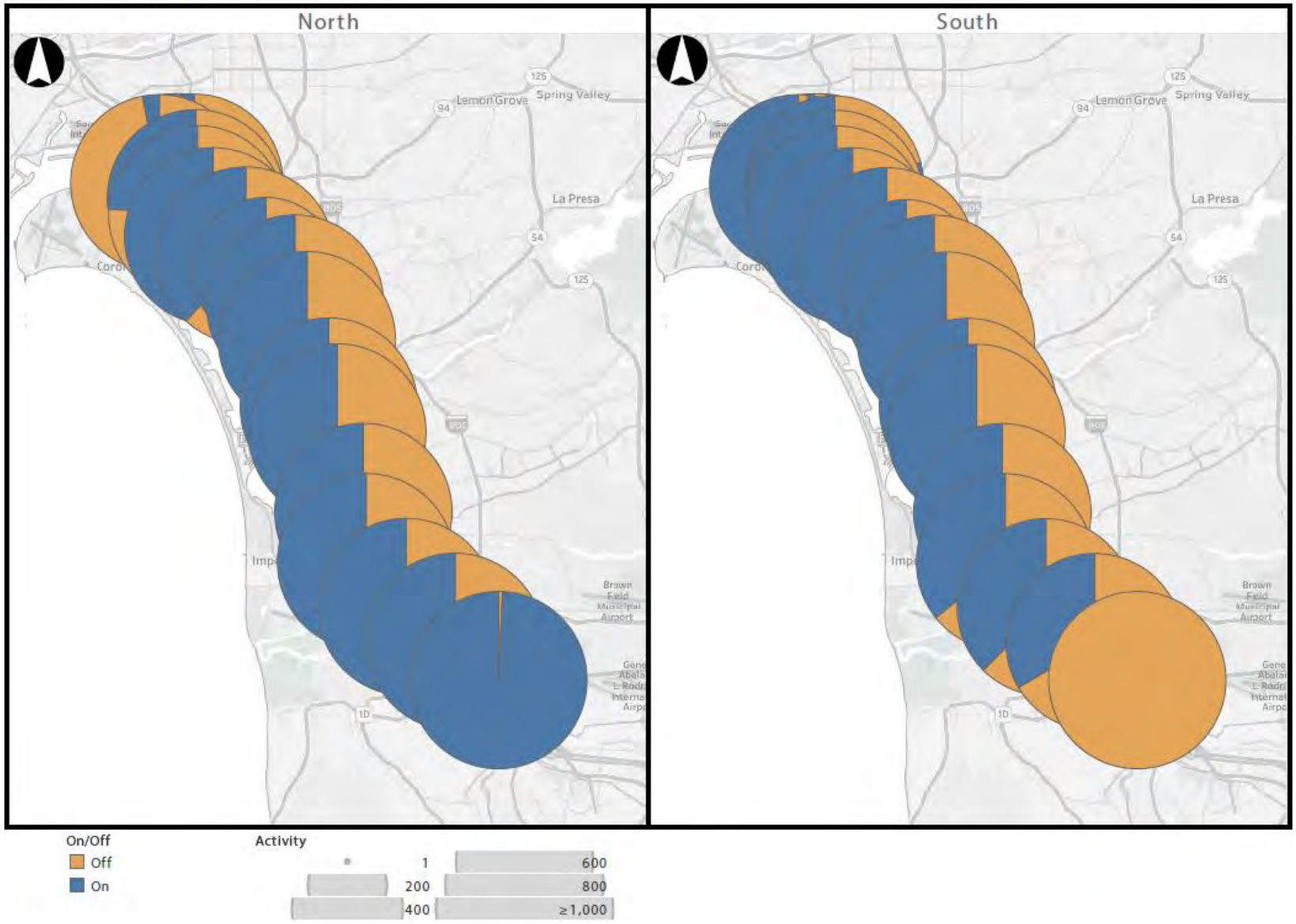
2016	Wkdy.	Sat.	Sun.
Current Freq.	15m	30m	30m
Avg. Pass.	**1,274**	**961**	**831**
Annual Passengers:			428,037

2016	Rt. 992	Category Average	All Bus Average
Pass./Rev. Hr.	**22.0**	31.2	28.8
Subsidy/Pass.	**$1.34**	$1.76	$1.90
Fbx. Recovery	**39.8%**	36.5%	35.2%

Weekday Ridership Route 992



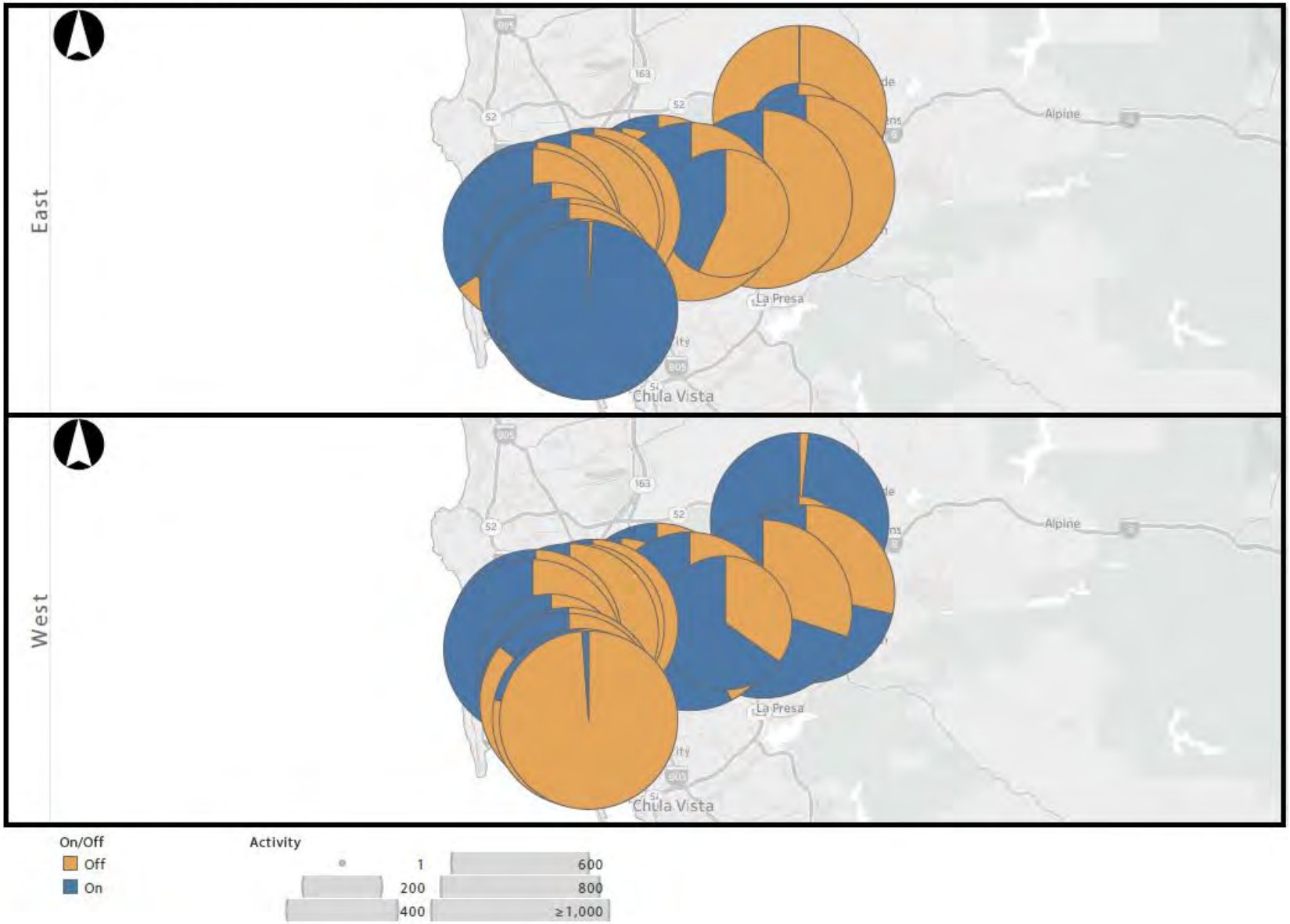
Weekday Ridership Blue Line



Weekday Ridership Orange Line



Weekday Ridership Green Line



RT. 83

MTS Metropolitan Transit System

AGENDA ITEM NO. 30

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

PLEASE SUBMIT THIS COMPLETED FORM (AND YOUR WRITTEN STATEMENT) TO THE CLERK OF THE BOARD PRIOR TO DISCUSSION OF YOUR ITEM

1. INSTRUCTIONS
This Request to Speak form must be filled out and submitted in advance of the discussion of your item to the Clerk of the Board (please attach any written statement to this form). Communications on hearings and agenda items are generally limited to three minutes per person unless the Board authorizes additional time; however, the Chairperson may limit comment to one or two minutes each if there are multiple requests to speak on a particular item. General public comments on items not on the agenda are limited to three minutes. Please be brief and to the point. No yielding of time is allowed. Subjects of previous hearings or agenda items may not again be addressed under General Public Comments.

(PLEASE PRINT)

DATE 9/21/17	
Name	Patricia Paylor
Address	6058 Fort Stockton #31 SD 92103
Telephone	619-838-1126
Email	ppaylor@plainedirstlaw.com
Organization Represented	83 bus riders
Subject of Your Remarks	
Regarding Agenda Item No.	
Your Comments Present a Position of:	☐ SUPPORT ☐ OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS
At Public Hearings of the Board, persons wishing to speak shall be permitted to address the Board on any issue relevant to the subject of the Hearing.

3. DISCUSSION OF AGENDA ITEMS
The Chairman may permit any member of the public to address the Board on any issue relevant to a particular agenda item.

4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA
Public comment on matters not on the agenda will be limited to five speakers with three minutes each, under the Public Comment Agenda Item. Additional speakers will be heard at the end of the Board's Agenda.

NOTE: Subjects of previous hearings or agenda items may not again be addressed under General Public Comments.

Patricia L. Paylor

From:	Patricia L. Paylor
Sent:	Friday, September 15, 2017 3:37 PM
To:	'christopherward@sandiego.gov'; 'davidalvarez@sandiego.gov'; 'myrtlecole@sandiego.gov'; 'loriezapf@sandiego.gov'; 'georgettegomez@sandiego.gov'; 'ron.roberts@sdcounty.ca.gov'
Cc:	julia.tuer@sdmts.com
Subject:	Final Proposal for Route 83

Good Afternoon to you all. Thank you for taking time to read my e-mail. I'll keep it brief. I reviewed the Final Proposal for the Route 83 that is posted on the TOP website.

The final proposal to be presented to you on September 21 suggests limited service from 8:00 a.m. to 3:00 p.m. IT IS ABSOLUTELY THE WORST THING THAT COULD HAPPEN TO THIS ROUTE. We have been pushing and pushing for the opposite to happen: Cut out the mid-day service! Every rider I've talked to this week agrees wholeheartedly.

We've all conceded that the route to Old Town is going to happen, no matter what we say. As a result, many who live and work as far up as Arista Street will now have to walk a long way to get to work or home.

BUT TO REMOVE THE EARLIER MORNING AND THE LATE AFTERNOON/EARLY EVENING RUNS ON THIS ROUTE IS THE MOST DAMAGING OF ALL. It will affect very many people who need to get somewhere in the morning and evening. I grieve especially for those who live along Reynard Way, as well as the seniors and disabled up in Mission Hills.

PLEASE -- I beg of you to table this decision and have the planners take time to get things right. If you think ridership is bad now, I guarantee it will plummet when those morning and evening times are removed.

I've taken the 83 every morning this week encouraging people to come to the meeting on Sept. 21. But this Monday, sadly I'll have to share the bad news with all those kind, gentle ladies who work in Mission Hills. They will not ask anything of their employers. Rather, most will choose to just take the #10 bus – much

earlier – to Washington Street & Goldfinch and simply get off and start walking miles to their jobs because MTS has let them down.

IT'S SURREAL TO ME AND I AM DEEPLY SADDENED THAT WHAT MAY OCCUR IS THE OPPOSITE OF WHAT NEEDS TO HAPPEN. If this route was revived the way that it should be, revenue would be coming in. And we in the community would make damn sure it would thrive. We need more time to make this route work! It can work!

Patricia L. Paylor

From: Peter Casellini <Peter.Casellini@sdmts.com>
Sent: Tuesday, September 19, 2017 2:06 PM
To: MTS- Regional Scheduling and Service Planning Division
Subject: MTS Public Comment - Route 83

Dear interested passenger,

Thank you for your interest regarding MTS's proposal for Route 83 under the Transit Optimization Plan. All comments relating to this service that have been directed to myself, Julia Tuer, or the MTS Planning Department e-mail at mts.planning@sdmts.com have been added to our public comment log and will be presented along with all other public comments to the MTS Board prior to the upcoming vote on the Transit Optimization Plan's proposed service changes this Thursday.

While the original staff recommendation presented to the board was to discontinue the route, overwhelming community feedback led the MTS Board to direct staff to preserve limited service on two minibus routes proposed for discontinuation: Route 83 through Mission Hills and along Reynard Way, and Route 84 in Point Loma.

MTS Planning staff has recently been triple-checking our ridership data through manual counts on board every trip on each route to ensure ridership along each route has been captured accurately. Our analysis of ridership by time of day and by trip indicates generally equal utilization of Route 83 on each trip throughout the service day, while Route 84 exhibits greater utilization during the commute hours than Route 83 and lower utilization than Route 83 during the midday period.

Staff developed a proposal to share one vehicle between the two communities to maximize the number of people that can be served with the limited resources available and to cater to the demand each market exhibits to the greatest extent possible. This proposal is undoubtedly a compromise solution, but is a compromise that can continue to cater to the stronger commute-period market our service sees in Point Loma, while continuing to offer people like seniors in Mission Hills an opportunity to travel independently during the midday period. The revised Route 83 routing proposal will also discontinue redundant service to the frequent Route 10 service on Washington Street, and will add a connection to the Old Town Transit Center at the north end of the route. This new terminal would offer a direct connection to the MTS Green Line Trolley, as well as MTS bus services operating in Mission Valley, Linda Vista, Midway, Ocean Beach, Pacific Beach, and La Jolla, among others.

If you are interested in attending the MTS Board meeting to provide additional comment, it will be held at 9:00am on Thursday, September 21 on the 10th Floor of the James R. Mills Building at 1255 Imperial Avenue in downtown San Diego. It is possible that many people will wish to offer comment at this meeting, and seating in the boardroom is limited, so it is advisable to arrive early to ensure that you can secure a seat.

Thank you again for providing comment, and please feel free to contact me directly for questions regarding this proposal. Any future questions or comments on MTS service planning can continue to be directed to the MTS Planning Department address at mts.planning@sdmts.com.

Sincerely,

Peter Casellini, AICP
Associate Transportation Planner

San Diego Metropolitan Transit System
1255 Imperial Avenue, Suite 1000

RT. 83

MTS Metropolitan Transit System

AGENDA ITEM NO. 30

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

PLEASE SUBMIT THIS COMPLETED FORM (AND YOUR WRITTEN STATEMENT) TO THE CLERK OF THE BOARD PRIOR TO DISCUSSION OF YOUR ITEM

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(PLEASE PRINT)

DATE 9-21-17	
Name	Paul Williams
Address	
Telephone	
Email	
Organization Represented	
Subject of Your Remarks	Route 83
Regarding Agenda Item No.	
Your Comments Present a Position of:	☐ **SUPPORT** ☐ **OPPOSITION**

2. TESTIMONY AT NOTICED PUBLIC HEARINGS
At Public Hearings of the Board, persons wishing to speak shall be permitted to address the Board on any issue relevant to the subject of the Hearing.

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MTS Metropolitan Transit System

AGENDA ITEM NO. 30

REQUEST TO SPEAK FORM

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(PLEASE PRINT)

DATE	Sept. 21, 2017
Name	Sharon Gehl
Address	4301 Hermosa Way
Telephone	619.299.9606
Email	slgehl@cox.net
Organization Represented	self
Subject of Your Remarks	83 bus line
Regarding Agenda Item No.	
Your Comments Present a Position of:	☐ **SUPPORT** ☐ **OPPOSITION**

2. TESTIMONY AT NOTICED PUBLIC HEARINGS
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MTS Metropolitan Transit System

AGENDA ITEM NO. 30

REQUEST TO SPEAK FORM

Routes 44, 105 50

ORDER REQUEST RECEIVED

PLEASE SUBMIT THIS COMPLETED FORM (AND YOUR WRITTEN STATEMENT) TO THE CLERK OF THE BOARD PRIOR TO DISCUSSION OF YOUR ITEM

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(PLEASE PRINT)

DATE	
Name	Lynn Parrish
Address	
Telephone	(858) 581-1798
Email	
Organization Represented	
Subject of Your Remarks	- Amendment to
Regarding Agenda Item No.	30 TOP as Proposed
Your Comments Present a Position of:	☐ **SUPPORT** ☐ **OPPOSITION**

2. TESTIMONY AT NOTICED PUBLIC HEARINGS
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Suggested Amendment to the TRANSIT OPTIMIZATION PLAN – prepared by Lynn Parrish as proposed to be voted on Sept 21 – MTS Board Agenda Item 30.

This public comment is offered as an ***alternative*** to a disruption proposed in the TOP to countless hundreds of passengers that utilize the 44, 50, and 105 in order to accommodate a smaller number of Mesa College students traveling from the Kearny Mesa Transit Hub.

The suggested re-routing and bus stop relocations and removals herein are based primarily on the West intersection of Clairemont Mesa Boulevard and Clairemont Drive which is particularly unsafe for pedestrians attempting to make connections with the respective 3 bus routes, 44, 50 and 105.

At this time, the pedestrian signals do not have count down timers. There needs to be an investigation to consider promotion of safe pedestrian interface with vehicles including: No Right Turn on Red on southbound Clairemont Drive and No U-Turn on Eastbound Clairemont Mesa Blvd. For over 25 years, the existing Bus Stop 12673 between the south driveways of United Oil is contributory to ongoing unsafe egress and ingress to United Oil (previous 76).

A. **Express 50** Downtown to University Town Center

1. Leave scheduling as is.

2. Suggested minor re-routing at Clairemont Square ***only*** for the Northbound portion of the route.

Northbound: Existing turns right from Clairemont Drive on Clairemont Mesa Blvd to go North. As is – there are no connections with other Bus Routes going in same direction.

SUGGESTED – at said intersection do not turn left until the east intersection of the two arterials, Clairemont Mesa Blvd and Clairemont Drive. This will create new **connectivity** with existing Bus Route 44 and suggested 105.

3. Remove 3 Bus Stops 10415, 10052, 10053. As is there are not any connections with other bus routes unless crossing Clairemont Mesa Boulevard and in some instances Clairemont Drive as well (two parts of intersection up to 5 minutes).

B. **Route 44** Old Town to Clairemont Square

1. No re-alignment necessary.

2. Suggestion every ½ hour: Offer a Sub-route to Kearny Mesa.

3. Relocate Bus Stop 99385 to in front of Denney's Restaurant (further west on Clairemont Mesa Blvd. and create additional **connectivity** with105 and 50. As is there are not any connections with other bus routes unless you cross two parts of the intersection.

Suggested Amendment to the TRANSIT OPTIMIZATION PLAN – prepared by Lynn Parrish as proposed to be voted on Sept 21 – MTS Board Agenda Item 30.

C. **Route 105 Old Town to University Town Center**

1. Continue existing alignment with one suggestion:

A. North Bound At Clairemont Square – continue North instead of left, circle Clairemont Square and then continue west on Clairemont Mesa.

B. South Bound at Clairemont Square by turning left instead of existing right at West intersection of Clairemont Mesa and Clairemont Drive. Circle Clairemont Square and connect with 44 and 50 respectively and turn left at said intersection to go South.

2. Remove Bus Stop 12673 (Gas station) and Bus Stop 11933 (Bike shop/Yoga).

3. Add New Bus Stop in front of Jack In the Box that again **creates connectivity** with all 3 bus routes (44, 105 & 50).

4. Increase weekday frequency to 15 minute frequency.

5. Restore Pre-2008 cutbacks: 30 minute frequency weekends and weeknights to University Town Center.

MTS Metropolitan Transit System

AGENDA ITEM NO. 3D 30

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

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(PLEASE PRINT)

DATE	09/21/2017
Name	Martina Valencia
Address	954 Ellen Ln El Cajon
Telephone	619-717-3226
Email	nana-martina@live.com
Organization Represented	Commuters Bus Route 899
Subject of Your Remarks	
Regarding Agenda Item No.	
Your Comments Present a Position of:	☐ **SUPPORT** ☐ **OPPOSITION**

2. TESTIMONY AT NOTICED PUBLIC HEARINGS
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MTS Metropolitan Transit System

AGENDA ITEM NO. 30

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(PLEASE PRINT)

DATE 9-21-2017	
Name LOUIS IRVITI	
Address	
Telephone	
Email	
Organization Represented	
Subject of Your Remarks	901 ROUTE
Regarding Agenda Item No.	
Your Comments Present a Position of:	☐ **SUPPORT** ☐ **OPPOSITION**

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MTS Metropolitan Transit System

AGENDA ITEM NO. 30

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(PLEASE PRINT)

DATE 9/21/17	9/21/17
Name	Pam Algea
Address	11163 Caminito Alvarez
Telephone	858-342-2878
Email	pam9574@att.net
Organization Represented	
Subject of Your Remarks	Routes 31 and 204
Regarding Agenda Item No.	30
Your Comments Present a Position of:	☐ **SUPPORT** ☐ **OPPOSITION**

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Mid-City

AGENDA ITEM NO. 30

REQUEST TO SPEAK FORM

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(PLEASE PRINT)

DATE	9/21/17
Name	Maria Cortez
Address	
Telephone	619-961-1050
Email	mcortez@cityheightscdc.org
Organization Represented	City Heights CDC
Subject of Your Remarks	support for improvements to mid city routes
Regarding Agenda Item No.	30
Your Comments Present a Position of:	✓ SUPPORT ☐ OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS
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Mid-City

MTS Metropolitan Transit System

AGENDA ITEM NO. 30

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(PLEASE PRINT)

DATE	9/21/17
Name	Randy Van Vleck
Address	4001 El Cajon Blvd #205
Telephone	619-961-1066
Email	RVanVleck@cityheightscdc.org
Organization Represented	City Heights CDC
Subject of Your Remarks	Urban Core Route frequencies
Regarding Agenda Item No.	30
Your Comments Present a Position of:	✓ SUPPORT ☐ OPPOSITION

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Mid-City

MTS Metropolitan Transit System

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(PLEASE PRINT)

DATE	9/21/17
Name	Anastasia Brewster
Address	5205 Least SD 92105
Telephone	619 495-8393
Email	abrewster@cityheightscdc.org
Organization Represented	City Heights CDC
Subject of Your Remarks	TOP
Regarding Agenda Item No.	30
Your Comments Present a Position of:	[X] **SUPPORT** [] **OPPOSITION**

2. TESTIMONY AT NOTICED PUBLIC HEARINGS
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Metropolitan Transit System

1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490
(619) 231-1466 • FAX (619) 234-3407

Agenda Item No. 31

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

September 21, 2017

SUBJECT:

40-FOOT LOW-FLOOR COMPRESSED NATURAL GAS (CNG) TRANSIT BUSES - CONTRACT AWARD

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to:

1) Execute MTS Doc. No. B0660.0-17 (in substantially the same format as Attachment A) with Gillig, LLC for the purchase of 250 40-foot, low-floor CNG transit buses; and

2) Make additional purchases of up to 100 option buses for a period not to exceed five years from the date of the initial contract with Gillig, LLC.

All purchases would be contingent upon the successful completion of the federally required Buy America audit and available funding.

Budget Impact

The CEO's total authorization would not exceed $204,613,984.66 without prior MTS Board authorization.

1) The cost for 250 40-foot, low-floor, CNG transit buses and associated manuals would not exceed $144,927,684.35, and contract spare parts would not exceed $100,000.00 for a total of $145,027,684.35.

2) The cost for 100 option buses are subject to available funding would not exceed $59,586,300.32. The costing in year(s) 2 – 5 have an assumed 2% PPI increase included.

Funding will be from Capital Improvement Project, WBSE #3001103001. See Attachment B for additional pricing details. Costing in year(s) 2 – 5 have an assumed 2% PPI increase included.

Metropolitan Transit System (MTS) is a California public agency comprised of San Diego Transit Corp., San Diego Trolley, Inc. and San Diego and Arizona Eastern Railway Company (nonprofit public benefit corporations). MTS is the taxicab administrator for seven cities.

MTS member agencies include the cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, San Diego, Santee, and the County of San Diego.

DISCUSSION:

On February 13, 2017, staff publicly advertised a Request for Proposals (RFP) MTS Doc. No. B0660.0-17 to solicit offers from qualified manufacturers for 40-foot, low-floor, CNG transit buses. Three proposals were received from the following by the due date of April 5, 2017:

1. ElDorado National – California, Inc. (ENC)
2. Gillig, LLC (Gillig)
3. New Flyer of America, Inc. (New Flyer)

The initial review of the technical proposal showed all proposals to be responsive and responsible to the requirements of the solicitation.

An evaluation panel was comprised of representatives from the MTS Bus Maintenance, Bus Operations Departments, MTS Finance, and MTS Contract Services. Proposals were evaluated based on the following (technical and cost) factors, which includes criteria mandated for federally funded procurements of rolling stock (buses and rail vehicles) and also incorporated recommendations as published in the American Public Transportation Association's (APTA) Bus Procurement Guidelines, 2013:

Pass/Fail Criteria to include:

a. the company must be an existing transit vehicle manufacturer with an existing manufacturing facility;
b. must provide a 40-foot, low-floor vehicle with a CNG-propulsion system; and
c. must have the ability to meet the Buy America requirements as required by Title 49 of the U.S. Code of Federal Regulations, Part 661.

1. Proposed Technical Deviations
2. Vehicle Structure
3. Systems Safety Provisions
4. Minimum Vehicle Performance Requirements
5. Technical Support
6. Warranty and After-Market Parts Support
7. Maintainability
8. Manufacturing Process
9. Project Management
10. Proposed Deviations from Contract Terms and Conditions
11. Advanced Design Provisions
12. Past Performance, Customer References, and Current Commitments
13. Qualifications and Financial Stability of Proposer
14. Cost/Price

MTS used an evaluation scale system for rating contractor proposals against the evaluation factors identified above. For technical and cost proposals, the appropriate evaluation rating would be assigned to each evaluation factor consistent with the narrative evaluation of strengths, weaknesses, and risks.

The evaluation panel met and communicated with all proposers at various stages of the procurement process to obtain clarifications and conduct interviews and negotiations. This was followed by two Request for Revised Proposals. After clarifications, discussions and the second revised proposal, the evaluation panel determined that Gillig's proposal represented the best value and most advantageous offer to MTS after considering both price and technical factors.

The following table represents the cost proposals, final scores and ranking for each Proposer:

PROPOSER NAME	COST PER BUS (including tax)	EST. 5-YR CONTRACT PRICING	TOTAL AVG. TECH. SCORE	COST SCORE	TOTAL SCORE (Tech + Cost)	RANKING
ELDORADO	$614,213.11	$225,223,765.13	56.44	36.29	**92.73**	3
GILLIG	**$557,275.46**	**$204,613,984.66**	**57.40**	**40.00**	**97.40**	**1**
NEW FLYER	$563,426.43	$205,870,511.07	56.76	39.56	**96.32**	2

* Cost per bus price is inclusive of all optional equipment

The up-to-250 buses would replace current vehicles reaching the end of their useful lives. The option for up to an additional 100 buses would accommodate potential needs due to increased ridership, service expansion, or other project funding, such as increased services funded by the San Diego Association of Governments (SANDAG).

All vehicles purchased would have the newest onboard video surveillance systems preinstalled, enhanced wheelchair restraint systems with forward-facing safety barriers for improved safety, electric air conditioning and engine coolant systems. The vehicles would also be delivered with the newest EPA approved, "Near Zero Emissions" CNG engines as well as other technical enhancements that would also contribute to cost-effective vehicle maintenance and safety.

Based on the evaluation panel's analysis of the technical proposal, discussions and evaluation of price, MTS staff has determined that Gillig's proposed pricing is fair and reasonable, and its proposal represents the best overall value of fulfilling MTS's requirements as outlined in the RFP.

Therefore, staff is requesting that the MTS Board of Directors authorize the CEO to:

1) Execute MTS Doc. No. B0660.0-17 (in substantially the same format as Attachment A) with Gillig, LLC for the purchase of 250, 40-foot, low-floor CNG transit buses; and

2) Make additional purchases of up to 100 buses for a period not to exceed five years from the date of the initial contract with Gillig, LLC.

All purchases would be contingent upon the successful completion of the federally required Buy America audit and available funding.

/s/ Paul C. Jablonski
Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmts.com

Attachments: A. Draft MTS Doc. No. B0660.0-17
B. Pricing Summary

STANDARD PROCUREMENT AGREEMENT

B0660.0-17
CONTRACT NUMBER
WBSE #3001103001
FILE NUMBER(S)

DRAFT

THIS AGREEMENT is entered into this _____ day of _____ 2017, in the state of California by and between San Diego Metropolitan Transit System ("MTS"), a California public agency, and the following contractor, hereinafter referred to as "Contractor":

Name: Gillig, LLC

Address: 451 Discovery Drive
Livermore, CA 94550

Form of Business: Corporation
(Corporation, partnership, sole proprietor, etc.)

Telephone: 800-785-1500

Authorized person to sign contracts: Joe Policarpio (Name) V.P., Sales and Marketing (Title)

The attached Standard Conditions are part of this agreement. The Contractor agrees to furnish to MTS services and materials, as follows:

Provide a base quantity of up to 250 40-FT Low Floor Clean Natural Gas (CNG) Transit Buses with additional option purchases of up to 100 buses, for a total of **350** buses over a five (5) year period per MTS's Minimum Technical Specifications, including Special Provisions, Warranty Requirements, and Quality Assurance Requirements (attached as Exhibit A), Gillig's Revised Proposal 2 June 23, 2017 (attached as Exhibit B); in accordance with the Standard Procurement Agreement, including Standard Conditions Procurement (attached as Exhibit C), and Federal Requirements (attached as Exhibit D).

MTS has the right to purchase up to $100,000 in spare parts, for the duration of this contract, consistent in the pricing referenced in Exhibit A.

Vehicles shall be delivered to:

San Diego Metropolitan Transit System (MTS)
100 16th Street
San Diego, CA 92101
Attn: Mike Wygant (619) 238-0100, ext. 6500

The registered owner will be:

San Diego Metropolitan Transit System (MTS)
1255 Imperial Avenue, Suite 1000
San Diego, CA 92101

The contract shall be effective from October 1, 2017 through September 30, 2022. Payment terms shall be net 30 days from the final inspection and acceptance, and invoice date.

This is a firm fixed price subject to escalation based on the United States Department of Labor, Producer Price Index (PPI), Commodity Code No. 1413, Truck and Bus Bodies. The total cost for the base quantity of 250 buses shall not exceed $144,927,684.35, and Spare Parts (exercisable at MTS's sole discretion), shall not exceed $100,000. The total cost for the option purchase of up to 100 buses shall not exceed $59,586,300.32, exercisable at MTS's sole discretion.

The estimated total contract amount, inclusive of all bus purchases, spare parts, and options (if exercised), shall not exceed **$204,613,984.66** (includes all applicable 7.75% California sales tax, licensing fees, training, tools, manuals, and delivery) without prior written approval from MTS. The Option to purchase additional quantities is subject to the availability of funding.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM	CONTRACTOR AUTHORIZATION
By: _____ Chief Executive Officer	Firm: _____
Approved as to form:	By: _____ Signature
By: _____ Office of General Counsel	Title: _____

AMOUNT ENCUMBERED	BUDGET ITEM	FISCAL YEAR
$ 144,927,684.35 – Base $ 59,586,300.32 – Options $ 100,000.00 – Spare Parts **$204,613,984.66 - Total**	CIP/WBSE #3001103001-599901	18-22

By: _____
Chief Financial Officer — Date

GILLIG						PPI	0%	2%	2%	2%	2%	
#	DESCRIPTION	TAX (Y/N)	QTY	UNIT COST	LUMP SUM COST	EXTENDED PRICE	YEAR 1	YEAR 2	YEAR 3	YEAR 4	YEAR 5	TOTAL
1	Unit Base Bus Price	Y	50	$ 461,956.00	$ -	$ 24,887,879.50	$ 24,887,879.50	$ 25,385,637.09	$ 25,893,349.83	$ 26,411,216.83	$ 26,939,441.17	$ 129,517,524.42
2	Options	Y	50	$ 28,536.00	$ -	$ 1,537,377.00	$ 1,537,377.00	$ 1,568,124.54	$ 1,599,487.03	$ 1,631,476.77	$ 1,664,106.31	$ 8,000,571.65
3	ADA Equipment (non-taxable)	N	50	$ 26,361.00	$ -	$ 1,318,050.00	$ 1,318,050.00	$ 1,344,411.00	$ 1,371,299.22	$ 1,398,725.20	$ 1,426,699.71	$ 6,859,185.13
4	Delivery (non-taxable)	N	50	$ 1,061.00	$ -	$ 53,050.00	$ 53,050.00	$ 54,111.00	$ 55,193.22	$ 56,749.67	$ 57,884.66	$ 276,988.55
5	Manuals	Y	N/A	N/A	0	$ -	$ -	$ -	$ -	$ -	$ -	$ -
6	Tools & Diagnostics Equipment	Y	N/A	N/A	$ 17,092.00	$ 18,416.63	$ 18,416.63	$ -	$ -	$ -	$ -	$ 18,416.63
7	Training	N	N/A	N/A	$ 49,000.00	$ 49,000.00	$ 49,000.00	$ 49,980.00	$ 50,979.60	$ 51,999.19	$ 53,039.18	$ 254,997.97
8	Spares		N/A	N/A	$ -	$ 100,000.00	$ -	$ -	$ -	$ -	$ -	$ 100,000.00
9			**TOTAL**	**$ 517,914.00**	**$ 66,092.00**	**$ 27,863,773.13**	**$ 27,863,773.13**	**$ 28,402,263.63**	**$ 28,970,308.90**	**$ 29,550,167.67**	**$ 30,141,171.02**	**$ 145,027,684.35**
10	Additional 50 Buses in Years 4 and 5 (Option Quantities)	Y	50	N/A	$ -	$ -	$ -	$ -	$ -	**$ 29,498,168.47**	**$ 30,088,131.84**	**$ 59,586,300.32**
											GRAND TOTAL	**$ 204,613,984.66**

Total unit price (Excluding options)	$ 489,378.00
Other (amortized - Manuals, Tools, Training)	$ 1,321.84
Subtotal (excluding tax)	$ 490,699.84
Base price sales tax	$ 35,828.08
Base bus price include tax	$ 526,527.92
Options (including tax)	$ 30,747.54
Subtotal (including options)	**$ 557,275.46**

MTS CNG Standard (40ft) and Articulated (60ft) Bus Procurement Contracts



September 21, 2017

CNG Standard and Articulated Bus Procurement Contracts

To ensure safety, reliability and cost effectiveness the Federal Transit Administration (FTA) recommends buses be replaced at 12 years or 500,000 miles. MTS has an effective fleet replacement plan as part of the MTS CIP program

<u>Current contract(s) 2012 - 2017</u>

- Gillig , Standard Bus 40’ - 238 buses
- New Flyer, Articulated Bus 60’ - 87 buses



<u>Terms of proposed contract(s)</u>

- 5 year contract, 2018 - 2022
- Standard: 250 buses (approximately 50 buses a year), 100 bus option
- Articulated: 30 buses, 20 bus option

CNG Standard and Articulated Bus Procurement Contracts

Procurement

Staff developed Request for Proposals (RFP), soliciting offers from qualified manufacturers

- The solicitations were publicly advertised and released on February 13, 2017 (MTS Doc. No. B0660.0-17) and March 24, 2017 (MTS Doc. No. B0661.0-17).
- The RFP's also outlined provisions for additional option buses over the 5 year agreements for potential MTS service expansion (100 standard, 20 articulated)

Both standard and articulated bus specifications and RFP procurement processes are all in accordance with applicable local, state, and federal laws

- MTS Policy 52 (Procurement of Goods and Services)
- Title 49 United States Code, Chapter 53
- Federal Transit Administration Circular 4220.1F; Third Party Contracting Guidance
- Federal Transit Administration's Best Practices Procurement Manual
- Federal Transit Administration's "White Book" guidelines
- American Public Transit Association, Standard Bus Procurement Guidelines

CNG Standard and Articulated Bus Procurement Contracts

Proposals

- MTS received proposals from three (3) qualified proposers for the standard bus procurement
 1. El Dorado National
 2. Gillig, LLC
 3. New Flyer of America
- MTS received one (1) proposal for the articulated bus procurement from New Flyer of America
 - Since only one (1) proposal was received a post-proposal survey of potential bidders was completed, as required by the FTA
 - The survey determined that New Flyer is the only manufacturer of a CNG articulated bus in the US

Process

- An evaluation team was established and proposals were evaluated based on the technical and cost factors
- The evaluation team consisted of staff from maintenance, operations, finance and contract services
- RFP and evaluation process included:
 - Initial Proposals
 - Presentations
 - Revised Proposals

CNG Standard Bus Procurement Contract

Proposal Evaluation Results

Based on the revised proposals, the evaluation team determined that Gillig, LLC provides the "best overall value" based on the highest technical score and lowest overall cost

Standard Buses:

PROPOSER NAME	COST PER BUS (Base)	COST PER BUS (including options)	EST. 5-YR CONTRACT PRICING *	TOTAL AVG. TECH. SCORE	COST SCORE	TOTAL SCORE (Tech + Cost)	RANKING
ELDORADO	$581,950	$614,213	$225,223,765	56.44	36.29	92.73	3
GILLIG	$526,528	$557,275	$204,613,985	57.40	40.00	97.40	1
NEW FLYER	$531,229	$563,426	$205,870,511	56.76	39.56	96.32	2

- FY17 current contract per bus cost $522,799
- FY18 projected per bus cost with current contract $533,255 (+2% PPI)

CNG Articulated Bus Procurement Contract

The evaluation team determined New Flyer's proposed pricing is fair and reasonable and provides a competitive proposal that meets MTS requirements as outlined in the RFP

Articulated Buses:

PROPOSER NAME	COST PER BUS (Base)	COST PER BUS (including options)	EST. 5-YR CONTRACT PRICING *	TOTAL AVG. TECH. SCORE	COST SCORE	TOTAL SCORE (Tech + Cost)
NEW FLYER	$974,514	$1,020,587	$52,275,884	58.24	40.00	98.24

- FY17 current contract per bus cost $ 925,129
- FY18 projected per bus cost with current contract $ 943,632 (+2% PPI)

CNG Standard and Articulated Bus Procurement Contracts

Vehicle Improvements

MTS is committed to enhancing and refining our state of the art reliable bus fleet. A few of the changes included in the enhanced bus design compared to the current buses include:

- New CNG “Near Zero” emission engines
- Improved HD camera system with additional capacity and improved coverage
- Improved ADA accessibility and ramp angle
- Improved ADA securement and stanchion systems
- Improved paint durability standards
- All LED lighting
- Electronic HVAC system



CNG Standard Bus Procurement Contract

Staff Recommendation

1. Execute MTS Doc. No. B0660.0-17 with Gillig, LLC for the purchase of up to 250, 40-foot, low-floor compressed natural gas (CNG) standard transit buses at a cost not to exceed $144,927,685 over a 5 year period
2. Make additional (options) purchases of up to 100 buses over the five year period with Gillig, in an amount not to exceed $59,586,301
3. Make additional contract spare purchases as outlined in the proposal document and cost forms for the maintenance and operations of vehicles in a not to exceed amount of $100,000

* All purchases would be contingent upon the successful completion of the federally required Buy America audit and available funding

CNG Articulated Bus Procurement Contract

Staff Recommendation

1. Execute MTS Doc. No. B0661.0-17 with New Flyer of America for the purchase of up to 30, 60-foot, low-floor compressed natural gas (CNG) articulated transit buses at a cost not to exceed $30,775,378 over a 5 year period
2. Make additional (options) purchases of up to 20 buses over the five year period with New Flyer, in an amount not to exceed $21,400,508
3. Make additional contract spare purchases as outlined in the proposal document and cost forms for the maintenance and operations of vehicles in a not to exceed amount of $100,000

* All purchases would be contingent upon the successful completion of the federally required Buy America audit and available funding

MTS CNG Standard (40ft) and Articulated (60ft) Bus Procurement Contracts



Questions

MTS Metropolitan Transit System

AGENDA ITEM NO. 31

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED 1

PLEASE SUBMIT THIS COMPLETED FORM (AND YOUR WRITTEN STATEMENT) TO THE CLERK OF THE BOARD PRIOR TO DISCUSSION OF YOUR ITEM

1. INSTRUCTIONS
 This Request to Speak form must be filled out and submitted in advance of the discussion of your item to the Clerk of the Board (please attach any written statement to this form). Communications on hearings and agenda items are generally limited to three minutes per person unless the Board authorizes additional time; however, the Chairperson may limit comment to one or two minutes each if there are multiple requests to speak on a particular item. General public comments on items not on the agenda are limited to three minutes. Please be brief and to the point. No yielding of time is allowed. Subjects of previous hearings or agenda items may not again be addressed under General Public Comments.

(PLEASE PRINT)

DATE	9-21-17
Name	David Grubb
Address	
Telephone	
Email	
Organization Represented	Sierra Club
Subject of Your Remarks	
Regarding Agenda Item No.	Bus purchase
Your Comments Present a Position of:	☐ **SUPPORT** ☐ **OPPOSITION**

2. TESTIMONY AT NOTICED PUBLIC HEARINGS
 At Public Hearings of the Board, persons wishing to speak shall be permitted to address the Board on any issue relevant to the subject of the Hearing.

3. DISCUSSION OF AGENDA ITEMS
 The Chairman may permit any member of the public to address the Board on any issue relevant to a particular agenda item.

4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA
 Public comment on matters not on the agenda will be limited to five speakers with three minutes each, under the Public Comment Agenda Item. Additional speakers will be heard at the end of the Board's Agenda.

NOTE: Subjects of previous hearings or agenda items may not again be addressed under General Public Comments.

MTS Metropolitan Transit System

31

AGENDA ITEM NO. ~~30~~ 31

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED 2

PLEASE SUBMIT THIS COMPLETED FORM (AND YOUR WRITTEN STATEMENT) TO THE CLERK OF THE BOARD PRIOR TO DISCUSSION OF YOUR ITEM

1. INSTRUCTIONS
 This Request to Speak form must be filled out and submitted in advance of the discussion of your item to the Clerk of the Board (please attach any written statement to this form). Communications on hearings and agenda items are generally limited to three minutes per person unless the Board authorizes additional time; however, the Chairperson may limit comment to one or two minutes each if there are multiple requests to speak on a particular item. General public comments on items not on the agenda are limited to three minutes. Please be brief and to the point. No yielding of time is allowed. Subjects of previous hearings or agenda items may not again be addressed under General Public Comments.

(PLEASE PRINT)

DATE	9.21.2017
Name	MARCO TANGUAY
Address	229 16th # 116 92101
Telephone	619 231 1144
Email	
Organization Represented	Self Boardmember Least Driver Rep MTS
Subject of Your Remarks	
Regarding Agenda Item No.	31
Your Comments Present a Position of:	☐ **SUPPORT** ☐ **OPPOSITION**

2. TESTIMONY AT NOTICED PUBLIC HEARINGS
 At Public Hearings of the Board, persons wishing to speak shall be permitted to address the Board on any issue relevant to the subject of the Hearing.

3. DISCUSSION OF AGENDA ITEMS
 The Chairman may permit any member of the public to address the Board on any issue relevant to a particular agenda item.

4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA
 Public comment on matters not on the agenda will be limited to five speakers with three minutes each, under the Public Comment Agenda Item. Additional speakers will be heard at the end of the Board's Agenda.

NOTE: Subjects of previous hearings or agenda items may not again be addressed under General Public Comments.

Agenda Items 31/32

MTS Metropolitan Transit System

AGENDA ITEM NO. 7 [redacted] 8

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED 21

PLEASE SUBMIT THIS COMPLETED FORM (AND YOUR WRITTEN STATEMENT) TO THE CLERK OF THE BOARD PRIOR TO DISCUSSION OF YOUR ITEM

1. INSTRUCTIONS
 This Request to Speak form must be filled out and submitted in advance of the discussion of your item to the Clerk of the Board (please attach any written statement to this form). Communications on hearings and agenda items are generally limited to three minutes per person unless the Board authorizes additional time; however, the Chairperson may limit comment to one or two minutes each if there are multiple requests to speak on a particular item. General public comments on items not on the agenda are limited to three minutes. Please be brief and to the point. No yielding of time is allowed. Subjects of previous hearings or agenda items may not again be addressed under General Public Comments.

(PLEASE PRINT)

DATE	9/21/17
Name	Gretchen Newsom
Address	4545 Viewridge Ave SD 92123
Telephone	619-208-8253
Email	gnewsom@iboss.org
Organization Represented	IBEW 569
Subject of Your Remarks	buses
Regarding Agenda Item No.	31 + 32
Your Comments Present a Position of:	SUPPORT [] OPPOSITION [X]

2. TESTIMONY AT NOTICED PUBLIC HEARINGS
 At Public Hearings of the Board, persons wishing to speak shall be permitted to address the Board on any issue relevant to the subject of the Hearing.

3. DISCUSSION OF AGENDA ITEMS
 The Chairman may permit any member of the public to address the Board on any issue relevant to a particular agenda item.

4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA
 Public comment on matters not on the agenda will be limited to five speakers with three minutes each, under the Public Comment Agenda Item. Additional speakers will be heard at the end of the Board's Agenda.

NOTE: Subjects of previous hearings or agenda items may not again be addressed under General Public Comments.

Metropolitan Transit System

1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490
(619) 231-1466 • FAX (619) 234-3407

Agenda Item No. 32

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

September 21, 2017

SUBJECT:

60-FOOT LOW-FLOOR COMPRESSED NATURAL GAS (CNG) TRANSIT BUSES – CONTRACT AWARD

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to:

1) Execute MTS Doc. No. B0661.0-17 (in substantially the same format as Attachment A) with New Flyer of America, Inc. (New Flyer) for the purchase of up to 30 60-foot, low-floor articulated CNG buses plus associated contract spare parts, manuals, training, tools and diagnostics, and use tax payments; and

2) Make additional purchases of up to 20 option buses for a period not to exceed five years from the date of the initial contract with New Flyer.

All purchases would be contingent upon the successful completion of the federally required Buy America audit and available funding.

Budget Impact

The CEO's total authorization would not exceed $52,275,884.66 without prior MTS Board authorization.

1) The cost for 30 60-foot, low-floor, CNG transit buses and associated manuals would not exceed $30,775,377.48, and contract spare parts would not exceed $100,000.00 for a total of $30,875,377.48.

2) The cost for 20 option buses are subject to available funding would not exceed $21,400,507.18.

Metropolitan Transit System (MTS) is a California public agency comprised of San Diego Transit Corp., San Diego Trolley, Inc. and San Diego and Arizona Eastern Railway Company (nonprofit public benefit corporations). MTS is the taxicab administrator for seven cities.

MTS member agencies include the cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, San Diego, Santee, and the County of San Diego.

Funding will be from Capital Improvement Project, WBSE #3001103001. See Attachment B for additional pricing details. Costing in year(s) 2 – 5 have an assumed 2% PPI increase included.

DISCUSSION:

On March 24, 2017, staff publicly advertised a Request for Proposals (RFP) MTS Doc. No. B0660.0-17 to solicit offers from qualified manufacturers for 60-foot low-floor CNG transit buses. A Single proposal was received from New Flyer by the due date of May 15, 2017.

The initial review of the technical proposal showed New Flyer's proposal to be responsive and responsible to the requirements of the solicitation. In compliance with the Federal Transit Administration (FTA) requirements for single proposal, staff conducted a post-proposal survey of potential proposers that chose not to submit a proposal. Based on the responses received, it was determined that New Flyer is currently the only manufacturer of a 60FT CNG articulated buses in the United States. The reason for other potential proposers choosing not to submit a proposal was caused by conditions beyond MTS's control.

An evaluation panel was comprised of representatives from the MTS Bus Maintenance, Bus Operations Departments, MTS Finance, and MTS Contract Services. Proposals were evaluated based on the following (technical and cost) factors, which includes criteria mandated for federally funded procurements of rolling stock (buses and rail vehicles) and also incorporated recommendations as published in the American Public Transportation Association's (APTA) Bus Procurement Guidelines, 2013:

Pass/Fail Criteria to include:

a. the company must be an existing transit vehicle manufacturer with an existing manufacturing facility;
b. must provide a 60-foot, low-floor vehicle with a CNG-propulsion system; and
c. must have the ability to meet the Buy America requirements as required by Title 49 of the U.S. Code of Federal Regulations, Part 661.

1. Proposed Technical Deviations
2. Vehicle Structure
3. Systems Safety Provisions
4. Minimum Vehicle Performance Requirements
5. Technical Support
6. Warranty and After-Market Parts Support
7. Maintainability
8. Manufacturing Process
9. Project Management
10. Proposed Deviations from Contract Terms and Conditions
11. Advanced Design Provisions
12. Past Performance, Customer References, and Current Commitments
13. Qualifications and Financial Stability of Proposer
14. Cost/Price

MTS used an evaluation scale system for rating contractor proposals against the evaluation factors identified above. For technical and cost proposals, the appropriate evaluation rating would be assigned to each evaluation factor consistent with the narrative evaluation of strengths, weaknesses, and risks.

The evaluation panel met and communicated with New Flyer at various stages of the procurement process to obtain clarifications and conduct interviews and negotiations. This was followed by a Request for a Revised Proposal. After clarifications, discussions and the revised proposal, the evaluation panel determined that New Flyer's proposal represented the best value and most advantageous offer to MTS after considering both price and technical factors.

The following table represents the cost proposal and final scores for New Flyer:

PROPOSER NAME	COST PER BUS (including tax)	EST. 5-YR CONTRACT PRICING *	TOTAL AVG. TECH. SCORE	COST SCORE	TOTAL SCORE (Tech + Cost)
NEW FLYER	$1,020,587.81	$52,275,884.66	58.24	40.00	**98.24**

* Cost per bus price is inclusive of all optional equipment

The up-to-30 buses would replace current vehicles reaching the end of their useful lives. The option for up to an additional 20 buses would accommodate potential needs due to increased ridership, service expansion, or other project funding, such as increased services funded by the San Diego Association of Governments (SANDAG).

All vehicles purchased would have the newest onboard video surveillance systems preinstalled, enhanced wheelchair restraint systems with forward-facing safety barriers for improved safety, electric air conditioning and engine coolant systems. The vehicles would also be delivered with the newest EPA approved, "Near Zero Emissions" CNG engines as well as other technical enhancements that would also contribute to cost-effective vehicle maintenance and safety.

Based on the evaluation panel's analysis of the technical proposal, discussions and evaluation of price, MTS staff has determined that New Flyer's proposed pricing is fair and reasonable, and has provided a very competitive proposal that meets MTS's requirements as outlined in the RFP.

Therefore, staff if requesting that the MTS Board of Directors authorize the CEO to:

1) Execute MTS Doc. No. B0661.0-17 (in substantially the same format as Attachment A) with New Flyer for the purchase of up to 30 60-foot, low-floor articulated CNG buses plus associated contract spare parts, manuals, training, tools and diagnostics, and use tax payments; and

2) Make additional purchases of up to 20 buses for a period not to exceed five years from the date of the initial contract with New Flyer.

All purchases would be contingent upon the successful completion of the federally required Buy America audit and available funding.

/s/ Paul C. Jablonski
Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmts.com

Attachments: A. Draft MTS Doc. No. G1101.17-07
B. Pricing Summary

STANDARD PROCUREMENT AGREEMENT

DRAFT

B0661.0-17
CONTRACT NUMBER
WBSE #3001103001
FILE NUMBER(S)

THIS AGREEMENT is entered into this _____ day of _____ 2017, in the state of California by and between San Diego Metropolitan Transit System ("MTS"), a California public agency, and the following contractor, hereinafter referred to as "Contractor":

Name: New Flyer of America, Inc.

Address: 711 Kernghan Ave.
Winnipeg, Manitoba CANADA R2C 3T4

Form of Business: Corporation
(Corporation, partnership, sole proprietor, etc.)

Telephone: 204-224-4214

Authorized person to sign contracts: Paul Smith (Name) Exec. V.P., Sales and Marketing (Title)

The attached Standard Conditions are part of this agreement. The Contractor agrees to furnish to MTS services and materials, as follows:

Provide a base quantity of up to thirty (30) 60-FT Low Floor Clean Natural Gas (CNG) Transit Buses with additional option purchases of up to twenty (20) buses, for a total of **50** buses over a five (5) year period per MTS's Minimum Technical Specifications, including Special Provisions, Warranty Requirements, and Quality Assurance Requirements (attached as Exhibit A), New Flyer's Revised Proposal June 7, 2017 (attached as Exhibit B); in accordance with the Standard Procurement Agreement, including Standard Conditions Procurement (attached as Exhibit C), and Federal Requirements (attached as Exhibit D).

MTS has the right to purchase up to $100,000 in spare parts, for the duration of this contract, consistent in the pricing referenced in Exhibit A.

Vehicles shall be delivered to:

San Diego Metropolitan Transit System (MTS)
100 16th Street
San Diego, CA 92101
Attn: Mike Wygant (619) 238-0100, ext. 6500

The registered owner will be:

San Diego Metropolitan Transit System (MTS)
1255 Imperial Avenue, Suite 1000
San Diego, CA 92101

The contract shall be effective from October 1, 2017 through September 30, 2022. Payment terms shall be net 30 days from the final inspection and acceptance, and invoice date.

This is a firm fixed price subject to escalation based on the United States Department of Labor, Producer Price Index (PPI), Commodity Code No. 1413, Truck and Bus Bodies. The total cost for the base quantity of 30 buses shall not exceed $30,775,377.48, and Spare Parts (exercisable at MTS's sole discretion), shall not exceed $100,000. The total cost for the option purchase of up to 20 buses shall not exceed $21,400,507.18, exercisable at MTS's sole discretion.

The estimated total contract amount, inclusive of all bus purchases, spare parts, and options (if exercised), shall not exceed **$52,275,884.66** without prior written approval from MTS [Note: 7.75% California Use Tax, to be payable directly to the California State Board of Equalization (B.O.E.) by MTS]. The Option to purchase additional quantities is subject to the availability of funding.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM	CONTRACTOR AUTHORIZATION
By: _____ Chief Executive Officer	Firm: _____
Approved as to form:	By: _____ Signature
By: _____ Office of General Counsel	Title: _____

AMOUNT ENCUMBERED	BUDGET ITEM	FISCAL YEAR
$ 30,775,377.48 – Base $ 21,400,507.18 – Options $ 100,000.00 – Spare Parts **$52,275,884.66 - Total**	CIP/WBSE #3001103001-599901	18-22

By: _____
Chief Financial Officer — Date

PRICING SUMMARY

60FT LOW FLOOR CNG TRANSIT BUS PROCUREMENT RFP, MTS DOC. NO. B0661.0-17

						PPI	0%	2%	2%	2%	2%	
#	DESCRIPTION	TAX (Y/N)	QTY	UNIT COST	LUMP SUM COST	EXTENDED PRICE	YEAR 1	YEAR 2	YEAR 3	YEAR 4	YEAR 5	TOTAL
1	Unit Base Bus Price	Y	10	850,141	$ -	$ 9,160,274.02	$ 9,160,274.02	$ 9,343,479.50	$ 9,530,349.09	$ 9,720,956.07	$ 9,915,375.19	$ 47,670,433.86
2	Options	Y	10	42,760	$ -	$ 460,734.47	$ 460,734.47	$ 469,949.16	$ 479,348.15	$ 488,935.11	$ 498,713.81	$ 2,397,680.71
3	ADA Equipment (non-taxable)	N	10	26,858	$ -	$ 268,575.60	$ 268,575.60	$ 273,947.11	$ 279,426.05	$ 285,014.58	$ 290,714.87	$ 1,397,678.21
4	Delivery (non-taxable)	N	10	3,412	$ -	$ 34,121.10	$ 34,121.10	$ 34,803.52	$ 35,499.59	$ 36,209.58	$ 36,933.78	$ 177,567.57
5	Manuals	Y	N/A	N/A	13,048	$ 14,059.51	$ 14,059.51	$ -	$ -	$ -	$ -	$ 14,059.51
6	Tools & Diagnostics Equipment	Y	N/A	N/A	193,562	$ 208,563.17	$ 208,563.17	$ -	$ -	$ -	$ -	$ 208,563.17
7	Training	N	N/A	N/A	59,550	$ 59,550.20	$ 59,550.20	$ 60,741.20	$ 61,956.03	$ 63,195.15	$ 64,459.05	$ 309,901.63
8	Spare Parts		N/A	N/A	$ -	$ 100,000.00	$ -	$ -	$ -	$ -	$ -	$ 100,000.00
			TOTAL	**$ 923,170.69**	**$ 266,160.58**	**$ 10,305,878.07**	**$ 10,205,878.07**	**$ 10,182,920.50**	**$ 10,386,578.91**	**$ 10,594,310.49**	**$ 10,806,196.70**	**$ 52,275,884.66**

Total unit price (Excluding options)	$ 880,411.11
Other (amortized - Manuals, Tools, Training)	$ 26,616.06
Subtotal (excluding tax)	$ 907,027.17
Base price sales tax	$ 67,487.19
Base bus price include tax	$ 974,514.36
Options (including tax)	$ 46,073.45
Subtotal (including options)	**$ 1,020,587.81**

1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490
(619) 231-1466 • FAX (619) 234-3407

Agenda Item No. 45

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

September 21, 2017

SUBJECT:

MTS EFFORTS IN RESPONSE TO HEPATITIS A OUTBREAK (PAUL JABLONSKI)

INFORMATIONAL ONLY

Budget Impact

None.

DISCUSSION:

Staff will provide a report.

/s/ Paul C. Jablonski
Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmts.com

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MTS Efforts in Response to Hepatitis A Outbreak

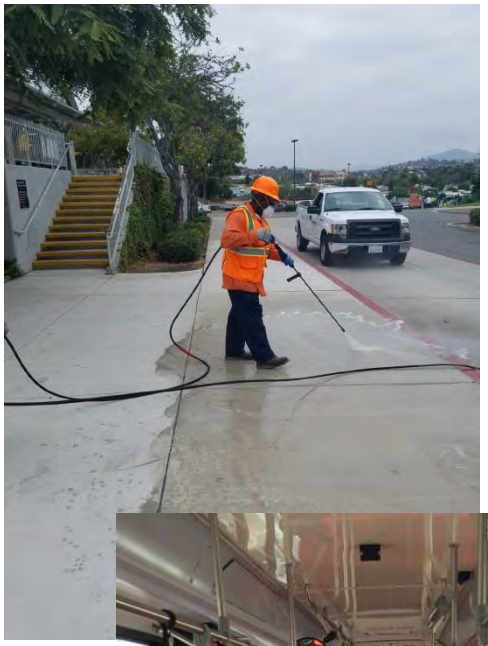
Board of Directors Meeting
September 21, 2017

Main Areas for Action

- Protection for MTS Customers
- Protection for front line MTS employees
- Assist in efforts by other agencies to contain the outbreak in the general population

Protection for Customers

- Daily cleaning of vehicles has been supplemented by wiping and mopping with recommended disinfectants for eliminating Hepatitis A
- Station platforms and transit centers receiving cleanings with water/bleach
- When cleaning bus stops, using recommended disinfectants





Protection for Employees

- All employee safety bulletins, posted and emailed
- Training for operators, security, supervisors on prevention
- Distribution of gloves/wipes/sanitizer with instructions for when/how to use
- Wellness fairs at IAD and KMD, including vaccinations
- Seeking partner for broader all-employee events
- Meanwhile, encouraging vaccination and info on how to get it

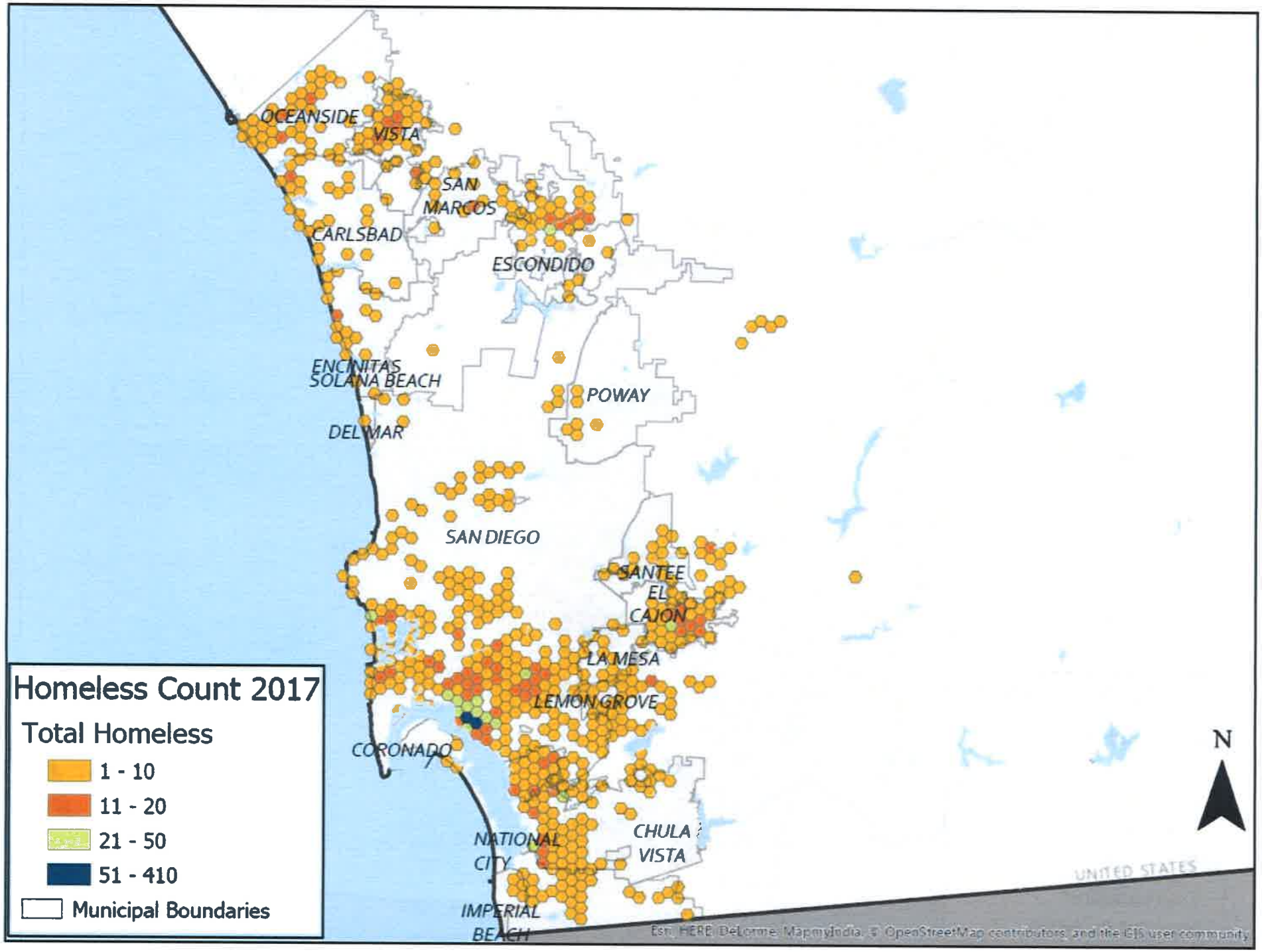


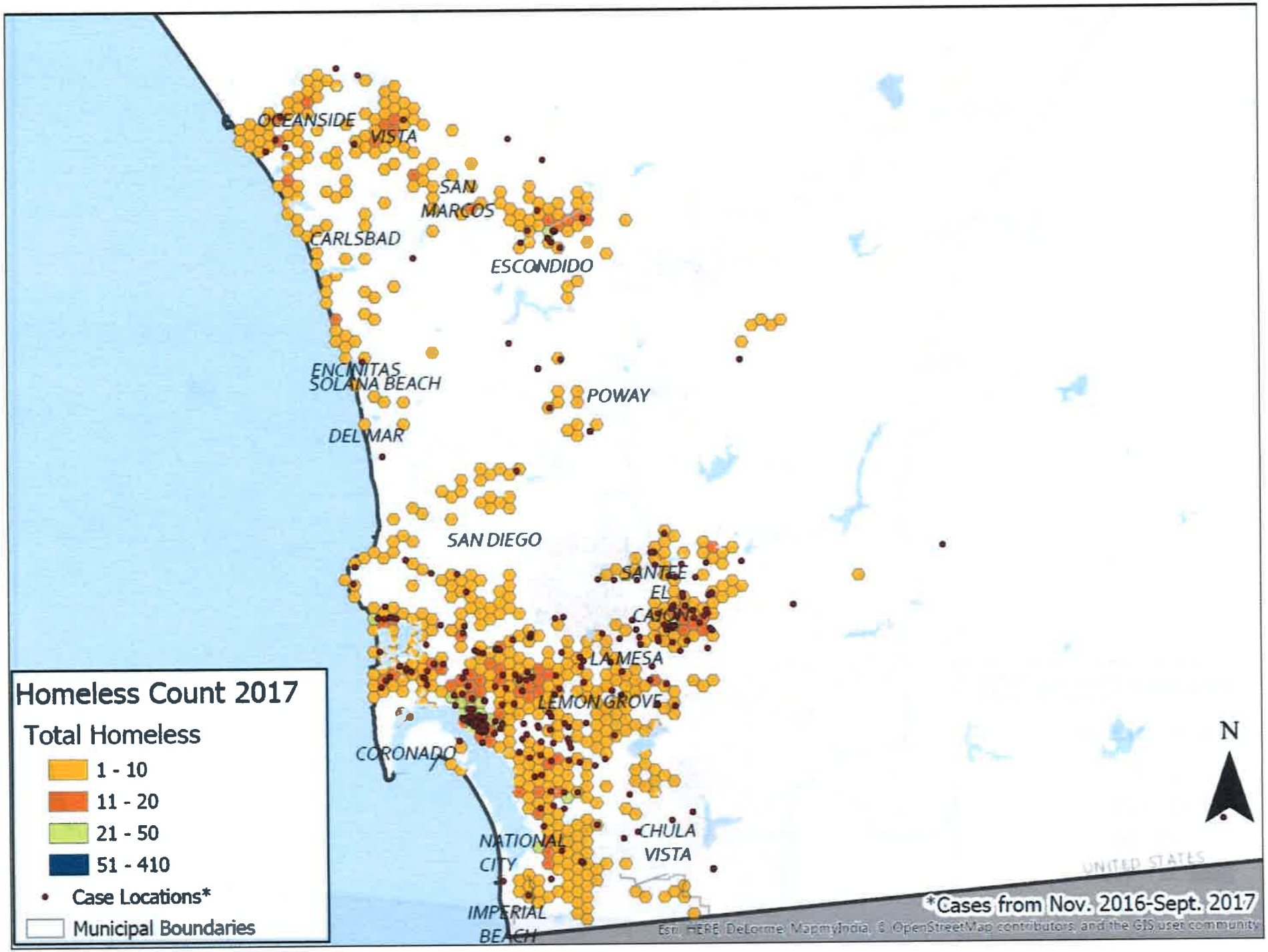


Assisting Other Agencies

- Staff has been in communication with County HHSA for several weeks
- Volunteered assistance in siting wash stations
 - Called Mayor's representative
 - Spoke with COO, received an established liaison
 - Emails, letters in response to City Council offices
- Volunteered MTS property for siting of wash stations
- Yesterday received specific locations
 - 8th Street, Grossmont and El Cajon

Item 45


OCEANSIDE
VISTA
SAN MARCOS
CARLSBAD
ESCONDIDO
ENCINITAS
SOLANA BEACH
POWAY
DEL MAR
SAN DIEGO
SANTEE
EL CAJON
LA MESA
LEMON GROVE
CORONADO
NATIONAL CITY
CHULA VISTA
IMPERIAL BEACH
UNITED STATES
Homeless Count 2017
Total Homeless
1 - 10
11 - 20
21 - 50
51 - 410
Municipal Boundaries
N
Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and the GIS user community


OCEANSIDE
VISTA
SAN MARCOS
CARLSBAD
ESCONDIDO
ENCINITAS
SOLANA BEACH
POWAY
DEL MAR
SAN DIEGO
SANTEE
EL CAJON
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NATIONAL CITY
CHULA VISTA
IMPERIAL BEACH
UNITED STATES
Homeless Count 2017
Total Homeless
1 - 10
11 - 20
21 - 50
51 - 410
Case Locations*
Municipal Boundaries
N
*Cases from Nov. 2016-Sept. 2017
Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and the GIS user community

MTS Metropolitan Transit System

AGENDA ITEM NO. 45

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

PLEASE SUBMIT THIS COMPLETED FORM (AND YOUR WRITTEN STATEMENT) TO THE CLERK OF THE BOARD PRIOR TO DISCUSSION OF YOUR ITEM

1. INSTRUCTIONS
This Request to Speak form must be filled out and submitted in advance of the discussion of your item to the Clerk of the Board (please attach any written statement to this form). Communications on hearings and agenda items are generally limited to three minutes per person unless the Board authorizes additional time; however, the Chairperson may limit comment to one or two minutes each if there are multiple requests to speak on a particular item. General public comments on items not on the agenda are limited to three minutes. Please be brief and to the point. No yielding of time is allowed. Subjects of previous hearings or agenda items may not again be addressed under General Public Comments.

(PLEASE PRINT)

DATE	9-21-17
Name	Mark Robak
Address	8200 Allison Ave, La Mesa
Telephone	619-778-3800
Email	Mark@SanDiegoCRE.com
Organization Represented	SDCRE
Subject of Your Remarks	Lack of restrooms
Regarding Agenda Item No.	45
Your Comments Present a Position of:	[X] SUPPORT Building restrooms [] OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS
At Public Hearings of the Board, persons wishing to speak shall be permitted to address the Board on any issue relevant to the subject of the Hearing.

3. DISCUSSION OF AGENDA ITEMS
The Chairman may permit any member of the public to address the Board on any issue relevant to a particular agenda item.

4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA
Public comment on matters not on the agenda will be limited to five speakers with three minutes each, under the Public Comment Agenda Item. Additional speakers will be heard at the end of the Board's Agenda.

NOTE: Subjects of previous hearings or agenda items may not again be addressed under General Public Comments.

Metropolitan Transit System

1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490
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Agenda Item No. 46

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

September 21, 2017

SUBJECT:

COMIC-CON 2017 RECAP (ROB SCHUPP AND TOM DOOGAN)

INFORMATIONAL ONLY

Budget Impact

None.

DISCUSSION:

MTS provided extra service for the 2017 Comic-Con held at the San Diego Convention Center. MTS collaborated to print commemorative passes, introduced Compass Cloud mobile ticketing to attendees, and generated advertising revenues. This report will provide an overview of all operational and marketing efforts as well as a report on ridership results.

/s/ Paul C. Jablonski
Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmts.com

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2017 Comic-Con Summary

MTS Board of Directors Meeting

September 21, 2017

2017 Comic-Con Summary

- July 19 – 25
- Ridership = 364,000+
- 36 Trolley Wraps
- Station Activations
- Fare Revenue Increase from 2016
- Ad Revenue of $500,000+
- Operating Expenses

Ticketing


4 DAY PASS
MTS
JULY 20-23
5 DAY PASS
MTS
JULY 19-23 $20
3 DAY PASS
MTS
21-23 $13
2 DAY PASS
MTS
22-23 $10


EASY FARES
Now Available!
Albertsons
ADULT
compass
MTS
NORTH COUNTY TRANSIT DISTRICT
Mobile Ticket


ON SALE NOW!
MTS
SAN DIEGO COMIC CON INTERNATIONAL
Commemorative Limited Edition
COMIC-CON DAY PASSES
2 DAY PASS
JULY 22-23
$10
3 DAY PASS
JULY 21-23
$13
4 DAY PASS
JULY 20-23
$16
5 DAY PASS
JULY 19-23
$20

Advertising and Promotions











Station Activations







Trolley Wraps











Challenges: Our Environment



Challenges: Ridership Levels



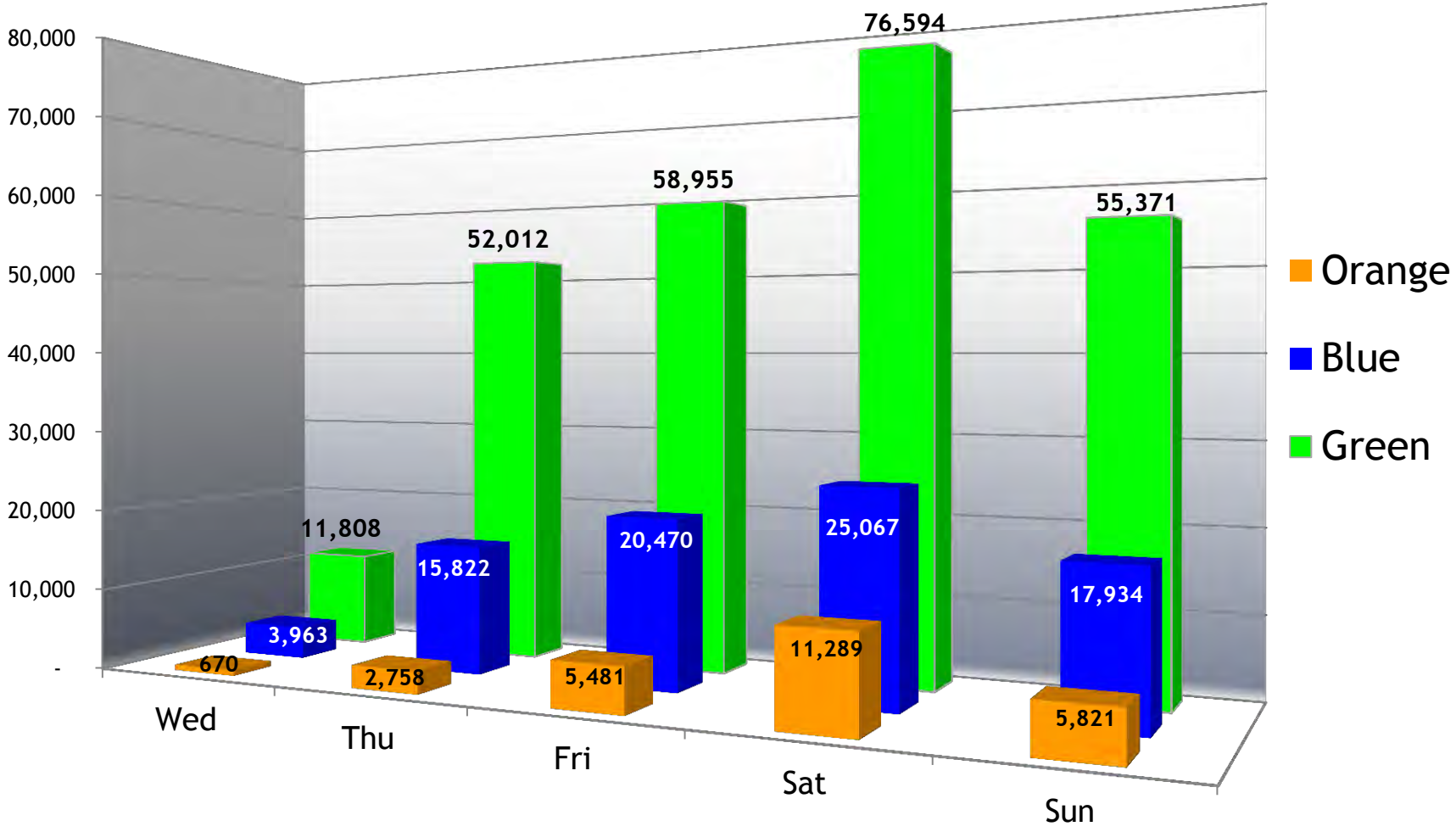


Automated Passenger Counter Data

2017 Comic Con Ridership

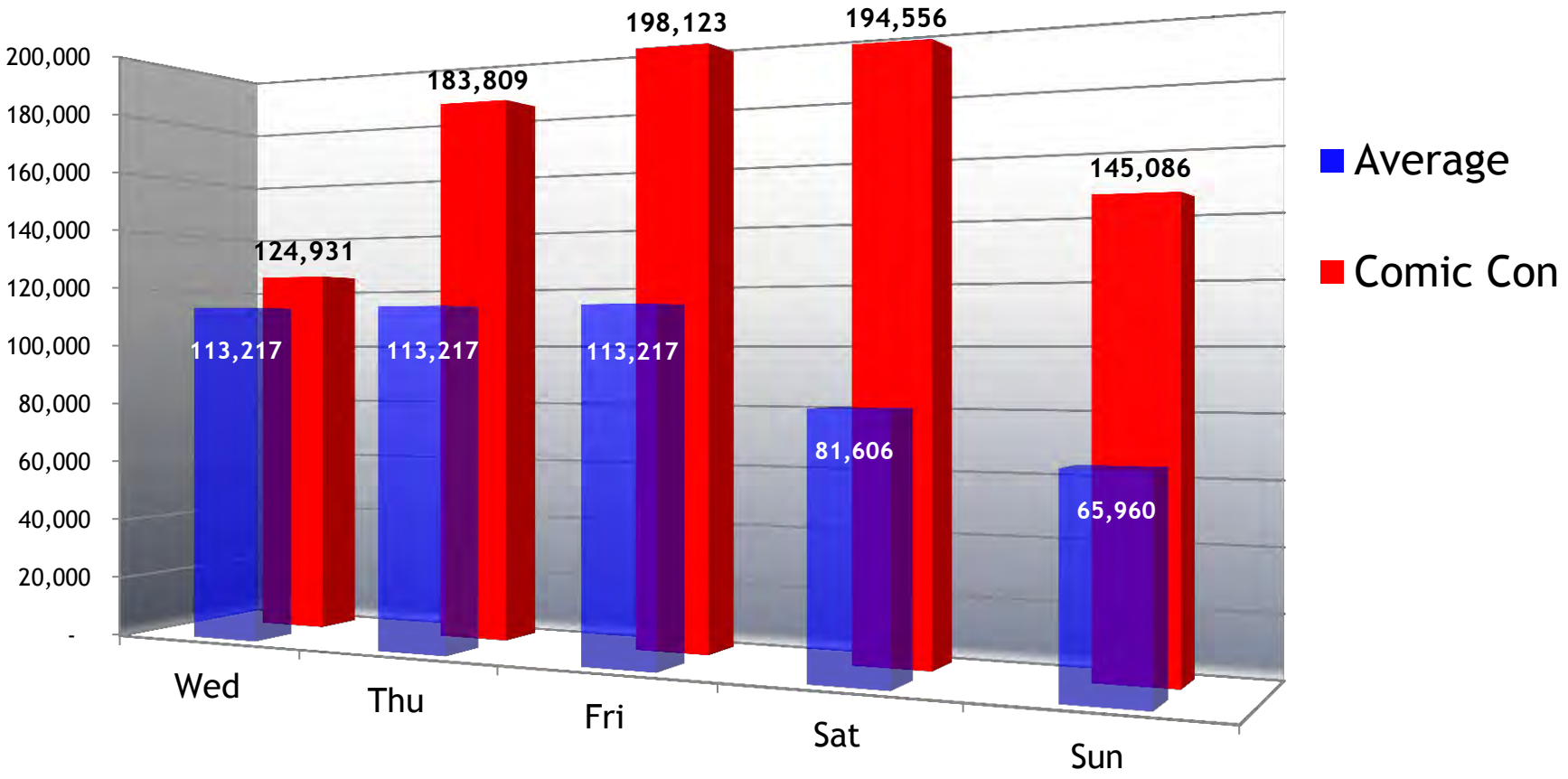
	BLUE	ORANGE	GREEN	TOTAL
Wednesday	3,963	670	11,808	16,441
Thursday	15,822	2,758	52,012	70,592
Friday	20,470	5,481	58,955	84,906
Saturday	25,067	11,289	76,594	**112,950**
Sunday	17,934	5,821	55,371	79,126
TOTAL	83,256	26,019	254,740	364,015

Comic Con Ridership by Line

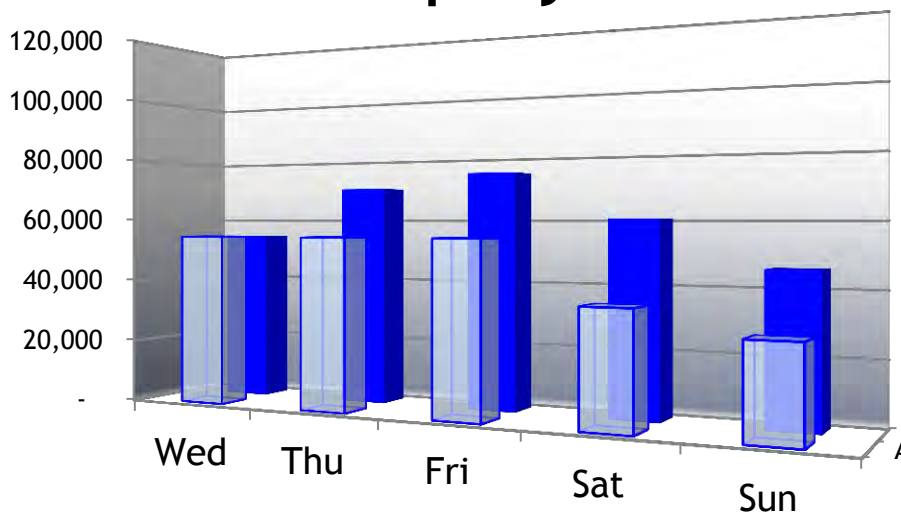


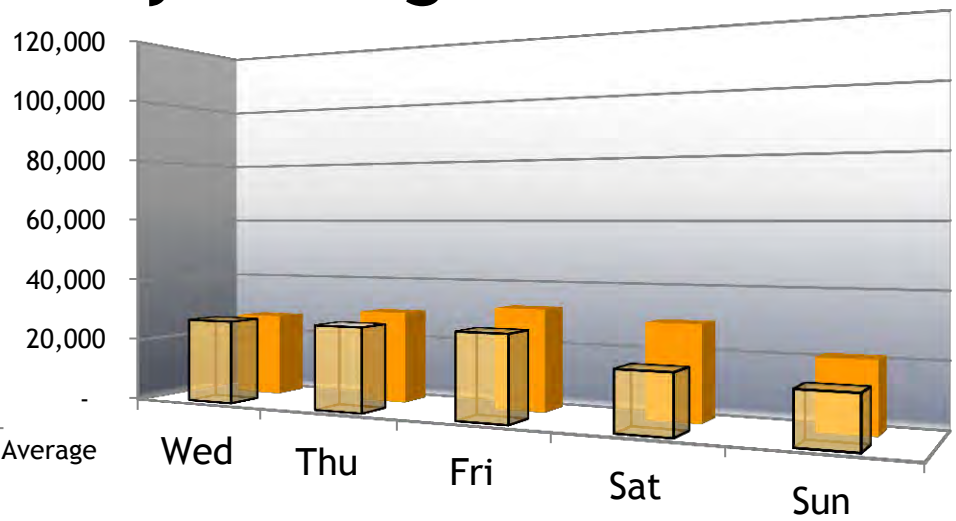
Automated Passenger Counter Data

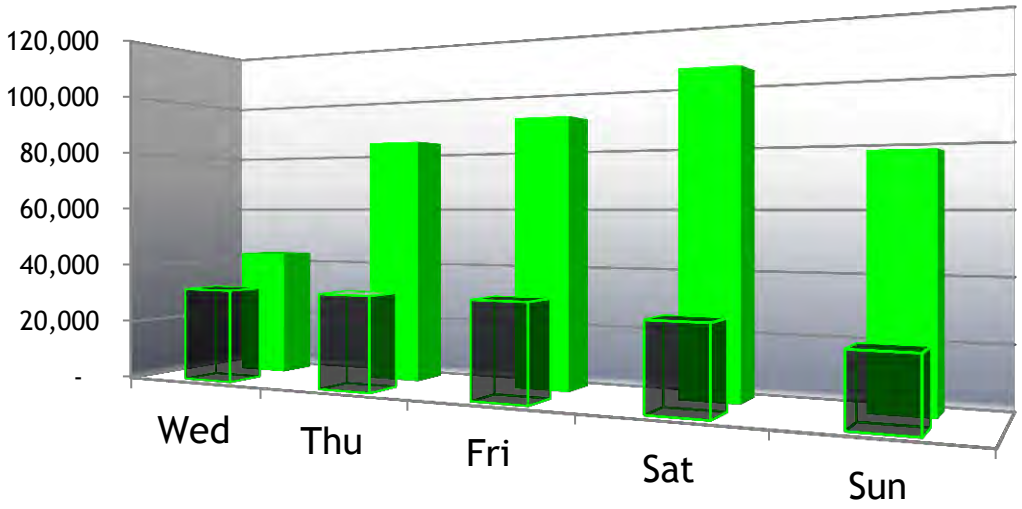
Comic Con System Ridership vs. Daily Average



Ridership by Line vs. Daily Averages

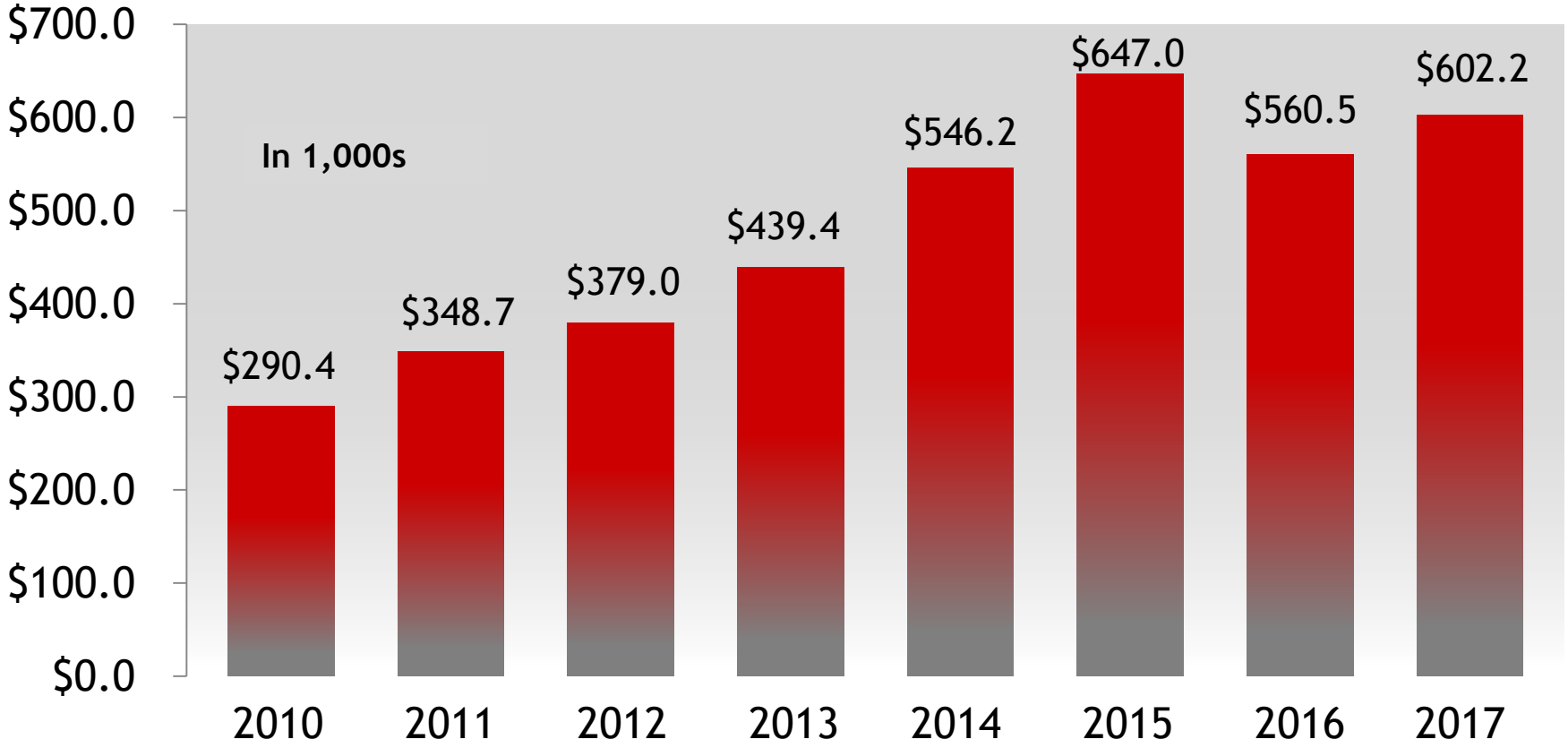




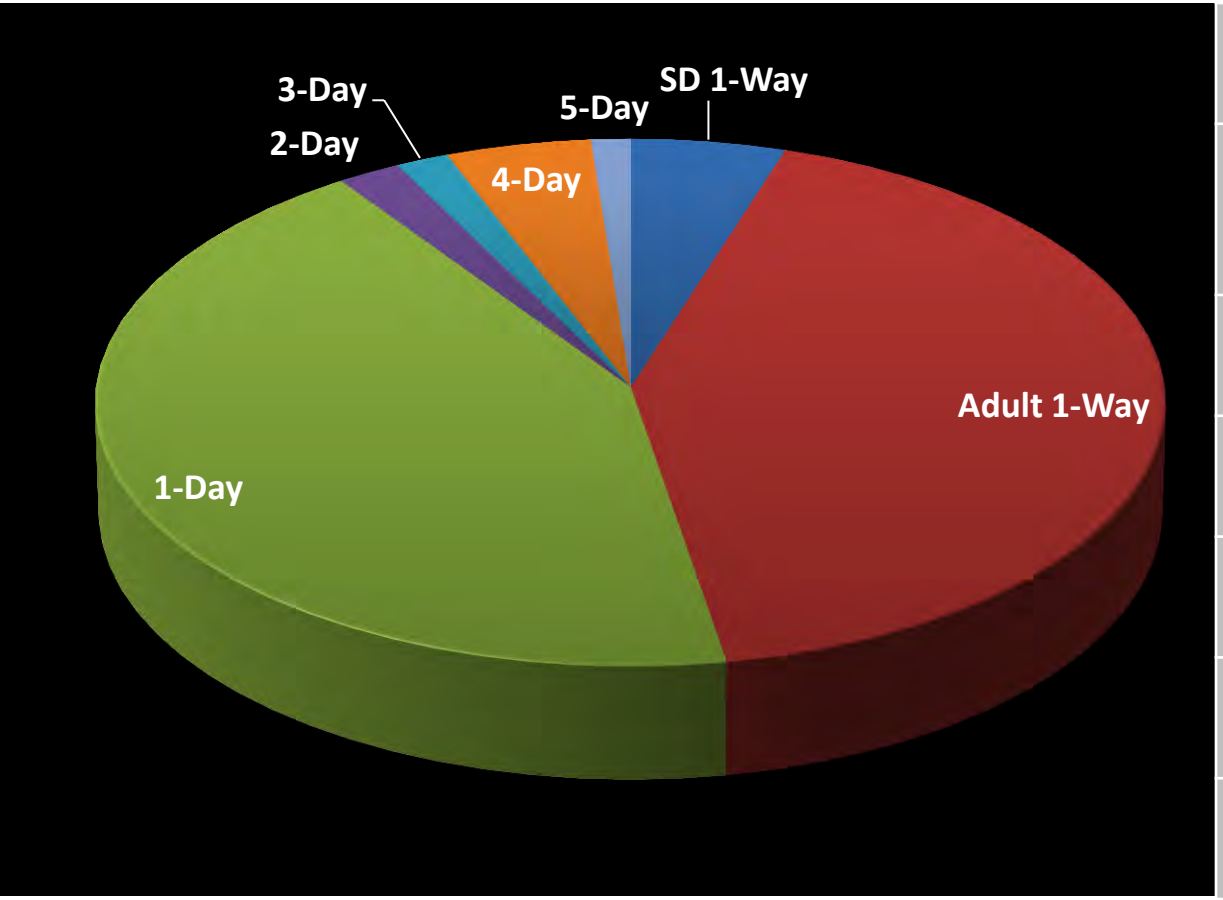


Fare Revenue up 7% over 2016

Up 107% since 2010



Pass Sales by Denomination

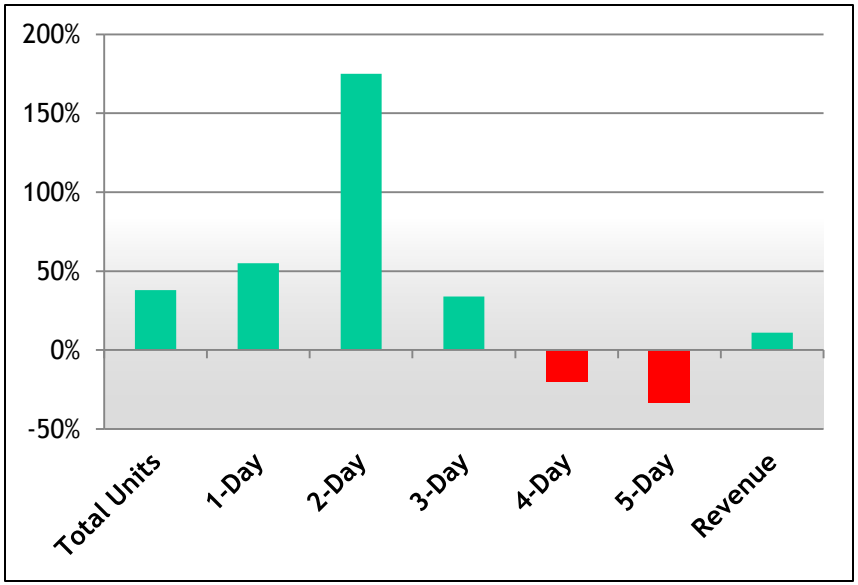


SD 1-Way	5,421
Adult 1-Way	46,504
1-Day	47,309
2-Day	2,218
3-Day	1,861
4-Day	5,098
5-Day	1,390

MTS Compass Cloud



- Compass Cloud Mobile App replaced mTicket
- 10,286 units purchased +38%
 - 7,771 1-Day +55%
 - 659 2-Day +175%
 - 426 3-Day +34%
 - 768 4-Day (20%)
 - 630 5-Day (33%)
 - 32 Region Plus Not available in 2016
- Revenue = $75,596 +11%



Event Operating Costs

Personnel Hours	$ 136,801
Contract Security	$ 50,207
Personnel Total	$ 187,008
Car Miles (44,336)	$ 182,664

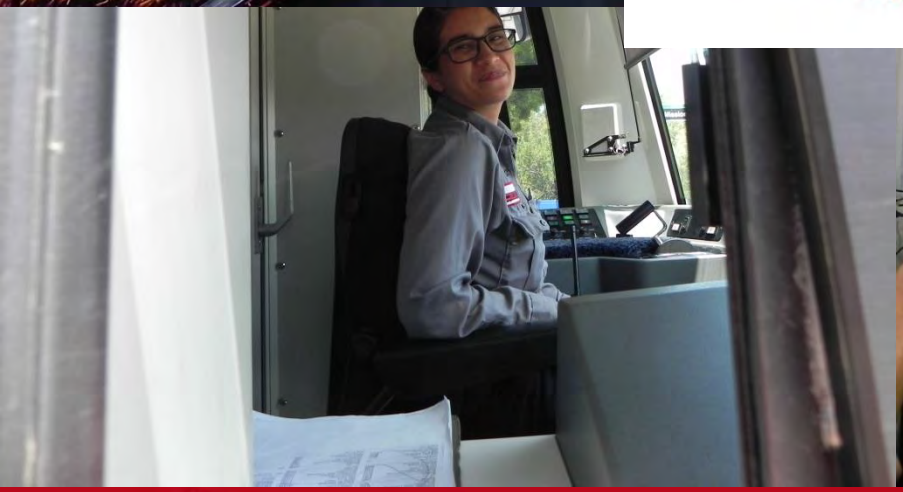
Event Operating Costs $ 369,672


Caution-
Door Opens Outward










MTS



Metropolitan Transit System

1255 Imperial Avenue, Suite 1000
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(619) 231-1466 • FAX (619) 234-3407

Agenda Item No. 47

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

September 21, 2017

SUBJECT:

OPERATIONS BUDGET STATUS REPORT FOR JUNE 2017 (MIKE THOMPSON)

INFORMATIONAL ONLY

Budget Impact

The preliminary FY17 results show revenues exceeding expenses by $3.8 million. Final financial figures will be reported upon completion of the fiscal year-end audit.

DISCUSSION:

This report summarizes MTS's preliminary operating results for the fiscal year ending June 2017 compared to the amended FY17 budget. Attachment A-1 combines the operations, administration and other activities results for FY17. Attachment A-2 details the FY17 combined operations results and Attachments A-3 to A-7 present budget comparisons for each MTS operation. Attachment A-8 details budget comparisons for MTS Administration, and A-9 provides FY17 results for MTS's other activities (Taxicab/San Diego and Arizona Eastern Railway Company).

MTS OPERATING RESULTS

As indicated within Attachment A-1, the FY17 net-operating income totaled a favorable variance of $642,000 (0.4%). These factors include favorable variances in other revenue, outside services, materials and supplies, energy, risk management, and vehicle/facility leases; offset by unfavorable variances in passenger revenue, personnel costs, and administrative (G&A) costs.

Non-operating net subsidy for FY17 was favorable to budget by $3,140,000 (2.0%), primarily due to favorable variances within Medi-Cal reimbursement and TransNet operating revenues.

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MTS member agencies include the cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, San Diego, Santee, and the County of San Diego.

In total, FY17 preliminary revenues exceeded expenses by $3.8 million. Final financial figures and staff recommendation will be reported to the Board upon completion of the fiscal year-end audit.

MTS COMBINED RESULTS

Operating Revenues. The fiscal year combined operating revenues for FY17 were $108,658,000 compared to the fiscal year budget of $109,334,000, representing a $676,000 (-0.6%) unfavorable variance. Passenger fare revenue was unfavorable to budget by $1,594,000 (-1.7%), and other operating revenue was favorable to budget by $919,000 (6.4%). As compared to fiscal year 2016, total combined operating revenues decreased by $5.0 million or 4.4%. Other operating revenue includes $1,082,175 in proceeds from the sale of 14,100 energy credits at a price of $76.75 per credit; these credits are part of the state of California's Low Carbon Fuel Standard program.

Expenses. The fiscal year combined expenses through June 2017 were $268,454,000 compared to the budget of $269,771,000, resulting in a $1,318,000 (0.5%) favorable variance.

Personnel Costs. Fiscal year personnel-related costs totaled $127,134,000 compared to a budgetary figure of $125,641,000, producing an unfavorable variance of $1,494,000 (-1.2%). $1,326,000 of the unfavorable variance was within Operations, partially due to higher than budgeted experience in overtime and paid absence utilization.

Outside Services and Purchased Transportation. Total outside services for the fiscal year totaled $94,699,000 compared to a budget of $96,413,000, resulting in a favorable variance of $1,714,000 (1.8%) primarily due to favorable variances in purchased transportation.

Materials and Supplies. Total materials and supplies expenses were $10,750,000 compared to a budgetary figure of $10,903,000, resulting in a favorable expense variance of $153,000 (1.4%).

Energy. Total energy costs were $26,538,000 compared to the budget of $27,392,000, resulting in a favorable variance of $853,000 (3.1%). The favorable variance is due to lower than expected electricity expenses for Rail Operations and favorable commodity prices for CNG, gas and diesel.

Risk Management. Total expenses for risk management were $3,922,000 compared to the budget of $4,114,000, resulting in a favorable variance totaling $191,000 (4.7%). The favorable variance is due to lower than expected liability payouts.

General and Administrative. The G&A costs, including vehicle and facilities leases, were $100,000 (-1.9%) unfavorable to budget, totaling $5,410,000, compared to a budget of $5,310,000.

MTS NON-OPERATING ACTIVITIES RESULTS

Non-Operating Revenues

The fiscal year combined non-operating revenues for FY17 were $163,578,000 compared to the fiscal year budget of $160,437,000, representing favorable variance of $3,140,000 (2.0%). This total includes $2,000,000 of reserve revenue carried over from FY16 as a budget balancing strategy. The drivers of this favorable variance are detailed as:

- Medi-Cal revenues were favorable by $2,276,000. Medi-Cal has been in the process of updating their reimbursement procedures; as a result, MTS will realize additional operating expense reimbursements for both FY16 and FY17 that was not included in the original budget.
- TransNet revenues were favorable by $935,000, primarily due to Bus Rapid Transit operating expense reimbursements and TransNet sales tax revenue.

/s/ Paul C. Jablonski
Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmts.com

Attachment: A. Comparison to Budget

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

MTS
CONSOLIDATED
COMPARISON TO BUDGET - FISCAL YEAR 2017
JUNE 30, 2017
(in $000's)

	YEAR TO DATE			
	ACTUAL	**BUDGET**	**VARIANCE**	**VAR. %**
Passenger Revenue	$ 93,279	$ 94,874	$ (1,594)	-1.7%
Other Revenue	15,379	14,460	919	6.4%
Total Operating Revenue	**$ 108,658**	**$ 109,334**	**$ (676)**	**-0.6%**
Personnel costs	$ 127,134	$ 125,641	$ (1,494)	-1.2%
Outside services	94,699	96,413	1,714	1.8%
Transit operations funding	-	-	-	-
Materials and supplies	10,750	10,903	153	1.4%
Energy	26,538	27,392	853	3.1%
Risk management	3,922	4,114	191	4.7%
General & administrative	4,245	4,125	(120)	-2.9%
Vehicle/facility leases	1,165	1,185	20	1.7%
Amortization of net pension asset	-	-	-	-
Administrative Allocation	-	-	-	0.0%
Depreciation	-	-	-	-
Total Operating Expenses	**$ 268,454**	**$ 269,771**	**$ 1,318**	**0.5%**
Operating income (loss)	**$ (159,796)**	**$ (160,437)**	**$ 642**	**0.4%**
Total public support and nonoperating revenues	**163,578**	**160,437**	**3,140**	**2.0%**
Income (loss) before capital contributions	**$ 3,782**	**$ -**	**$ 3,782**	**-**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATIONS
CONSOLIDATED OPERATIONS
COMPARISON TO BUDGET - FISCAL YEAR 2017
JUNE 30, 2017
(in $000's)

	YEAR TO DATE			
	ACTUAL	**BUDGET**	**VARIANCE**	**VAR. %**
Passenger Revenue	$ 93,279	$ 94,874	$ (1,594)	-1.7%
Other Revenue	878	726	152	20.9%
Total Operating Revenue	**$ 94,157**	**$ 95,600**	**$ (1,442)**	**-1.5%**
Personnel costs	$ 107,504	$ 106,179	$ (1,326)	-1.2%
Outside services	78,815	80,047	1,232	1.5%
Transit operations funding	-	-	-	-
Materials and supplies	10,753	11,028	275	2.5%
Energy	25,785	26,618	834	3.1%
Risk management	3,573	3,674	101	2.7%
General & administrative	820	835	15	1.8%
Vehicle/facility leases	997	1,009	12	1.2%
Amortization of net pension asset	-	-	-	-
Administrative Allocation	26,568	26,568	-	0.0%
Depreciation	-	-	-	-
Total Operating Expenses	**$ 254,815**	**$ 255,958**	**$ 1,143**	**0.4%**
Operating income (loss)	**$ (160,657)**	**$ (160,358)**	**$ (300)**	**-0.2%**
Total public support and nonoperating revenues	**161,155**	**160,358**	**797**	**0.5%**
Income (loss) before capital contributions	**$ 498**	**$ 0**	**$ 498**	**49761559.1%**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATIONS
TRANSIT SERVICES (SAN DIEGO TRANSIT CORPORATION)
COMPARISON TO BUDGET - FISCAL YEAR 2017
JUNE 30, 2017
(in $000's)

	YEAR TO DATE			
	ACTUAL	**BUDGET**	**VARIANCE**	**VAR. %**
Passenger Revenue	$ 24,864	$ 24,052	$ 811	3.4%
Other Revenue	121	5	116	2326.6%
Total Operating Revenue	**$ 24,985**	**$ 24,057**	**$ 928**	**3.9%**
Personnel costs	$ 71,276	$ 70,749	$ (527)	-0.7%
Outside services	3,044	2,468	(577)	-23.4%
Transit operations funding	-	-	-	-
Materials and supplies	4,513	4,441	(72)	-1.6%
Energy	5,836	6,051	215	3.6%
Risk management	1,952	1,830	(122)	-6.7%
General & administrative	424	416	(8)	-1.9%
Vehicle/facility leases	368	368	(0)	0.0%
Amortization of net pension asset	-	-	-	-
Administrative Allocation	8,322	8,322	-	0.0%
Depreciation	-	-	-	-
Total Operating Expenses	**$ 95,736**	**$ 94,646**	**$ (1,090)**	**-1.2%**
Operating income (loss)	**$ (70,751)**	**$ (70,588)**	**$ (162)**	**-0.2%**
Total public support and nonoperating revenues	**71,617**	**70,658**	**960**	**1.4%**
Income (loss) before capital contributions	**$ 867**	**$ 69**	**$ 797**	**1150.2%**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATIONS
RAIL OPERATIONS (SAN DIEGO TROLLEY, INCORPORATED)
COMPARISON TO BUDGET - FISCAL YEAR 2017
JUNE 30, 2017
(in $000's)

	YEAR TO DATE			
	ACTUAL	**BUDGET**	**VARIANCE**	**VAR. %**
Passenger Revenue	$ 38,968	$ 40,666	$ (1,698)	-4.2%
Other Revenue	755	720	35	4.8%
Total Operating Revenue	**$ 39,723**	**$ 41,386**	**$ (1,663)**	**-4.0%**
Personnel costs	$ 35,463	$ 34,740	$ (723)	-2.1%
Outside services	4,536	5,000	464	9.3%
Transit operations funding	-	-	-	-
Materials and supplies	6,225	6,556	331	5.0%
Energy	11,878	12,443	565	4.5%
Risk management	1,606	1,828	223	12.2%
General & administrative	394	411	17	4.1%
Vehicle/facility leases	331	341	10	3.0%
Amortization of net pension asset	-	-	-	-
Administrative Allocation	16,348	16,348	-	0.0%
Depreciation	-	-	-	-
Total Operating Expenses	**$ 76,779**	**$ 77,666**	**$ 887**	**1.1%**
Operating income (loss)	**$ (37,056)**	**$ (36,280)**	**$ (776)**	**-2.1%**
Total public support and nonoperating revenues	**36,341**	**36,341**	**-**	**0.0%**
Income (loss) before capital contributions	**$ (716)**	**$ 61**	**$ (776)**	**-1275.9%**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATIONS
MULTIMODAL OPERATIONS (FIXED ROUTE)
COMPARISON TO BUDGET - FISCAL YEAR 2017
JUNE 30, 2017
(in $000's)

	YEAR TO DATE			
	ACTUAL	**BUDGET**	**VARIANCE**	**VAR. %**
Passenger Revenue	$ 26,569	$ 26,920	$ (351)	-1.3%
Other Revenue	2	1	1	92.7%
Total Operating Revenue	**$ 26,571**	**$ 26,921**	**$ (350)**	**-1.3%**
Personnel costs	$ 421	$ 331	$ (89)	-26.9%
Outside services	53,917	54,896	979	1.8%
Transit operations funding	-	-	-	-
Materials and supplies	14	31	16	53.2%
Energy	5,999	5,758	(241)	-4.2%
Risk management	-	-	-	-
General & administrative	(1)	3	5	132.9%
Vehicle/facility leases	18	20	2	9.4%
Amortization of net pension asset	-	-	-	-
Administrative Allocation	1,312	1,312	-	0.0%
Depreciation	-	-	-	-
Total Operating Expenses	**$ 61,680**	**$ 62,350**	**$ 671**	**1.1%**
Operating income (loss)	**$ (35,108)**	**$ (35,429)**	**$ 321**	**0.9%**
Total public support and nonoperating revenues	**35,111**	**35,261**	**(150)**	**-0.4%**
Income (loss) before capital contributions	**$ 2**	**$ (168)**	**$ 170**	**-101.4%**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATIONS
MULTIMODAL OPERATIONS (PARATRANSIT)
COMPARISON TO BUDGET - FISCAL YEAR 2017
JUNE 30, 2017
(in $000's)

	YEAR TO DATE			
	ACTUAL	**BUDGET**	**VARIANCE**	**VAR. %**
Passenger Revenue	$ 2,878	$ 3,235	$ (357)	-11.0%
Other Revenue	-	-	-	-
Total Operating Revenue	**$ 2,878**	**$ 3,235**	**$ (357)**	**-11.0%**
Personnel costs	$ 152	$ 166	$ 13	8.1%
Outside services	16,952	17,318	365	2.1%
Transit operations funding	-	-	-	-
Materials and supplies	-	-	-	-
Energy	2,072	2,367	295	12.5%
Risk management	15	15	-	0.0%
General & administrative	4	5	2	29.4%
Vehicle/facility leases	280	280	0	0.0%
Amortization of net pension asset	-	-	-	-
Administrative Allocation	587	587	-	0.0%
Depreciation	-	-	-	-
Total Operating Expenses	**$ 20,062**	**$ 20,737**	**$ 675**	**3.3%**
Operating income (loss)	**$ (17,184)**	**$ (17,502)**	**$ 318**	**1.8%**
Total public support and nonoperating revenues	**17,184**	**17,540**	**(356)**	**-2.0%**
Income (loss) before capital contributions	**$ 0**	**$ 38**	**$ (38)**	**-99.5%**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

OPERATIONS
CORONADO FERRY

COMPARISON TO BUDGET - FISCAL YEAR 2017
JUNE 30, 2017
(in $000's)

	YEAR TO DATE			
	ACTUAL	**BUDGET**	**VARIANCE**	**VAR. %**
Passenger Revenue	$ -	$ -	$ -	-
Other Revenue	-	-	-	-
Total Operating Revenue	**$ -**	**$ -**	**$ -**	**-**
Personnel costs	$ -	$ -	$ -	-
Outside services	207	207	-	0.0%
Transit operations funding	-	-	-	-
Materials and supplies	-	-	-	-
Energy	-	-	-	-
Risk management	-	-	-	-
General & administrative	-	-	-	-
Vehicle/facility leases	-	-	-	-
Amortization of net pension asset	-	-	-	-
Administrative Allocation	-	-	-	-
Depreciation	-	-	-	-
Total Operating Expenses	**$ 207**	**$ 207**	**$ -**	**0.0%**
Operating income (loss)	**$ (207)**	**$ (207)**	**$ -**	**0.0%**
Total public support and nonoperating revenues	**207**	**207**	**-**	**0.0%**
Income (loss) before capital contributions	**$ -**	**$ -**	**$ -**	**-**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
ADMINISTRATION
CONSOLIDATED
COMPARISON TO BUDGET - FISCAL YEAR 2017
JUNE 30, 2017
(in $000's)

	YEAR TO DATE			
	ACTUAL	**BUDGET**	**VARIANCE**	**VAR. %**
Passenger Revenue	$ -	$ -	$ -	-
Other Revenue	13,593	12,754	839	6.6%
Total Operating Revenue	**$ 13,593**	**$ 12,754**	**$ 839**	**6.6%**
Personnel costs	$ 18,711	$ 18,478	$ (232)	-1.3%
Outside services	15,676	16,033	358	2.2%
Transit operations funding	-	-	-	-
Materials and supplies	(5)	(132)	(127)	96.2%
Energy	746	760	14	1.9%
Risk management	328	394	66	16.7%
General & administrative	3,230	3,166	(64)	-2.0%
Vehicle/facility leases	145	150	5	3.4%
Amortization of net pension asset	-	-	-	-
Administrative Allocation	(26,695)	(26,695)	-	0.0%
Depreciation	-	-	-	-
Total Operating Expenses	**$ 12,135**	**$ 12,154**	**$ 19**	**0.2%**
Operating income (loss)	**$ 1,457**	**$ 600**	**$ 858**	**-143.0%**
Total public support and nonoperating revenues	**1,827**	**(600)**	**2,427**	**-404.8%**
Income (loss) before capital contributions	**$ 3,284**	**$ (0)**	**$ 3,284**	**#########**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OTHER ACTIVITIES
CONSOLIDATED
COMPARISON TO BUDGET - FISCAL YEAR 2017
JUNE 30, 2017
(in $000's)

	YEAR TO DATE			
	ACTUAL	**BUDGET**	**VARIANCE**	**VAR. %**
Passenger Revenue	$ -	$ -	$ -	-
Other Revenue	908	980	(72)	-7.3%
Total Operating Revenue	**$ 908**	**$ 980**	**$ (72)**	**-7.3%**
Personnel costs	$ 920	$ 984	$ 64	6.5%
Outside services	208	333	125	37.4%
Transit operations funding	-	-	-	-
Materials and supplies	2	7	5	71.4%
Energy	8	13	5	38.7%
Risk management	21	46	25	54.2%
General & administrative	195	123	(71)	-57.7%
Vehicle/facility leases	23	26	3	11.8%
Amortization of net pension asset	-	-	-	-
Administrative Allocation	127	127	-	0.0%
Depreciation	-	-	-	-
Total Operating Expenses	**$ 1,504**	**$ 1,659**	**$ 156**	**9.4%**
Operating income (loss)	**$ (596)**	**$ (679)**	**$ 84**	**12.3%**
Total public support and nonoperating revenues	**596**	**679**	**(84)**	**-12.3%**
Income (loss) before capital contributions	**$ -**	**$ -**	**$ -**	**-**

Metropolitan Transit System
FY 2017 – June 2017
Financial Review

MTS Board of Directors Meeting

September 21, 2017

CONSOLIDATED MTS OPERATIONS

COMPARISON TO BUDGET – JUNE 30, 2017 - FY 2017

TOTAL OPERATING REVENUES ($000's)

	ACTUAL	BUDGET	VARIANCE	VAR %
Fare Revenue	$ 93,279	$ 94,874	($1,594)	-1.7%
Other Operating Revenue	15,379	14,460	919	6.4%
Operating Revenue	**$108,658**	**$109,334**	**($676)**	**-0.6%**

- Fare Revenue - Decrease over the prior year by $4.6M (-4.7%)
- Other Operating Revenue – Favorable primarily due to Gains on Sale of Assets, Advertising Revenue and Interest Income

CONSOLIDATED MTS OPERATIONS

COMPARISON TO BUDGET – JUNE 30, 2017 - FY 2017

TOTAL OPERATING EXPENSES ($000's)

	ACTUAL	BUDGET	VARIANCE	VAR %
Personnel Costs	$ 127,134	$ 125,641	$ (1,494)	-1.2%
Purchased Transportation	66,812	67,945	1,133	1.7%
Other Outside Services	27,888	28,468	581	2.0%
Energy	26,538	27,392	853	3.1%
Other Expenses	20,082	20,326	244	1.2%
Operating Expenses	**$ 268,454**	**$ 269,771**	**$ 1,318**	**0.5%**

- Personnel Costs – $1.3 unfavorable variance in Operations (Overtime, Paid Absence experience primarily)
- Purchased Transportation – Favorable variances within Fixed Route and Paratransit
- Energy – Favorable Electricity Costs, lower Diesel/Gas usage

CONSOLIDATED MTS OPERATIONS

COMPARISON TO BUDGET – JUNE 30, 2017 - FY 2017

TOTAL NON-OPERATING REVENUE ($000's)

	ACTUAL	BUDGET	VARIANCE	VAR %
Federal	$ 56,969	$ 57,064	$ (95)	-0.2%
TDA	60,103	60,030	73	0.1%
TransNet	37,270	36,335	935	2.6%
STA	3,601	3,600	1	0.0%
Other	7,335	5,113	2,222	43.5%
Non-Operating Revenue	**$ 165,279**	**$ 162,142**	**$ 3,137**	**1.9%**

- Other - Medi-Cal revenues were favorable by $2.2M due to updated reimbursement procedures for FY16 and FY17
- TransNet – Favorable by $935K due to Bus Rapid Transit operating reimbursements and sales tax revenue

CONSOLIDATED MTS OPERATIONS

COMPARISON TO BUDGET – JUNE 30, 2017 - FY 2017

TOTAL REVENUE LESS EXPENSES ($000's)

	ACTUAL	BUDGET	VARIANCE	VAR %
Operating Revenues	$ 108,658	$ 109,334	$ (676)	-0.6%
Operating Expenses	268,454	269,771	1,318	0.5%
Net Operating Loss	**$ (159,796)**	**$ (160,437)**	**$ 642**	**0.4%**
Non-Operating Revenues	165,279	162,142	3,137	1.9%
Net Debt Service Expenses	1,701	1,704	4	0.2%
Revenues Less Expenses	**$ 3,782**	**$ (0)**	**$ 3,782**	

- Preliminary revenues less expenses is $3.8 million
 - Includes the $2.0M of reserves carried over from FY16
 - Once the audit is complete and CAFR is published, will bring recommendation on the remaining surplus, currently $1.8M

CONSOLIDATED MTS OPERATIONS

COMPARISON TO BUDGET – JUNE 30, 2017 - FY 2017

ON GOING CONCERNS

	FY17 Amended Budget	FY17 Actual	FY18 Budget
Sales Tax Subsidy Revenue	$427.4 M	$424.5 M	$436.7 M
State of California Budget	$14.5 M	$13.2 M	$12.5 M
Passenger Levels	88.0 M	88.2 M	89.0 M
Energy Prices			
CNG	$ 0.90	$ 0.89	$ 0.90
Diesel	$ 2.25	$ 1.97	$ 2.25
Gas	$ 2.65	$ 2.17	$ 2.65
Electricity	$ 0.208	$ 0.200	$ 0.208

Metropolitan Transit System

1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490
(619) 231-1466 • FAX (619) 234-3407

Agenda Item No. 61

Chief Executive Officer's Report

September 21, 2017

In accordance with Board Policy No. 52, "Procurement of Goods and Services", attached are listings of contracts, purchase orders, and work orders that have been approved within the CEO's authority (up to and including $100,000) for the period July 12, 2017 through September 12, 2017.
*Please note additional reporting of purchase orders that is now possible with the new SAP Enterprise Resource Planning system.
**Also attached is a report of a non-competitive contract award under "immediate remedial measures" exception.

CEO Travel Report (since last Board meeting)

July 28: CTA Executive Committee Meeting in Orange County, CA
August 16-17: TriMet Site Visit re: Fare Collection System in Portland, OR
Sept. 5-7: CTA Federal Lobby Day in Washington, DC

Board Member Travel Report (since last Board meeting)

Ron Roberts
August 16-17: TriMet Site Visit re: Fare Collection System in Portland, OR

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MTS member agencies include the cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, San Diego, Santee, and the County of San Diego.

Metropolitan Transit System

1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490
(619) 231-1466 • FAX (619) 234-3407

DATE: September 13, 2017

TO: MTS Board of Directors

FROM: Paul C. Jablonski, Chief Executive Officer (CEO)

SUBJECT: Report of non-competitive contract award under "immediate remedial measures": EMERGENCY DE-WATERING OF 70TH STREET DEPRESSED SECTION

Background Summary

On January 27th 2017, flooding occurred on MTS tracks on the 70th Street undercut due to a torrential downpour that caused water to flow down Alvarado Road. The flooding occurred because existing pumps short-circuited in the presence of nearly one (1) million gallons of water that resulted in an eight (8) foot flood over MTS tracks. This resulted in an interruption in Green Line service for three (3) days.

A traditional competitive procurement for de-watering services would have caused significant and unacceptable delay to trolley service. A sole source procurement was necessary in order to quickly restore trolley service to the Green Line. MTS contacted Herzog Contracting, as they were already on-site for the Orange Line Track Improvement project and were available to respond to the emergency.

The flooding began on Friday, January 27that 7:00 pm. Herzog Contracting was contacted to begin pumping out the water to allow for trolley service. Herzog began work at Saturday, January 28th at 4:00 am and pumped until the afternoon of Sunday, January 29th. The de-watering work cost $14,440.30.

Cost Justification

MTS staff reviewed the pricing from Herzog Contracting on parts, labor, and associated general administrative fees, compared them with an independent engineer's estimate and found pricing to be fair and reasonable.

Report to MTS Board of Directors

In part, Cal. Public Utilities Code section 120224.1 and MTS Board Policy No 52, Section (F) (v) states:

> Upon determining that immediate remedial measures to avert or alleviate damage to, or to repair or restore damaged or destroyed MTS property are necessary in order to insure that MTS facilities are available to serve the transportation needs of the general public, the CEO may authorize the expenditure of money for the direct purchases of goods and services. The CEO, after the expenditure authorized under immediate remedial

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measures has been made, shall submit to the board a full report explaining the necessity for that action.

This memo acts as the CEO's report to the MTS Board of Directors of a sole source procurement involving immediate remedial measures. Due to an administrative oversight, this report was mistakenly not provided at an earlier Board of Directors meeting.

EXPENSE CONTRACTS				
Doc #	**Organization**	**Subject**	**Amount**	**Day**
G1931.2-16	NMS MANAGEMENT, INC.	JANITORIAL SVC AMERICAN PLAZA RESTROOM	$8,654.80	7/12/2017
B05701.1112	NEW FLYER INDUSTRIES	RELEASE OF 60-FT ARTIC & ASSIGN RAPID	$0.00	7/18/2017
L1285.2-16	SIEMENS INDUSTRY INC.	REVISE USAGE ESTIMATES	$0.00	7/18/2017
PWL209.2-16	WESTERN RIM CONSTRUCTION, INC	CCO 2- ADDITIONAL WORK	$81,034.33	7/21/2017
G1727.2-14	LEXISNEXIS	MONTHLY ONLINE LEGAL SERVICES	$550.00	7/27/2017
L1197.2-14	SAN DIEGO SWEEPING SERVICE	EXERCISE OY 1 & 2	$64,848.00	7/28/2017
B0665.1-17	BATTERY SYSTEMS, INC	CA BATTERY FEE	$600.00	7/31/2017
B0672.1-17	CONDUENT TRANSPORT SOLUTIONS,	CONTRACT ADJUSTMENT TO ADD TAX	$47,593.76	7/31/2017
G1426.8-12	MARK H. BARBER (LAW OFFICES OF	LEGAL SERVICES AMENDMENT	$75,000.00	7/31/2017
PWL211.1116	HERZOG	EXTRA WORK FOR IMPEDANCE BOND	($10,506.23)	7/31/2017
PWL214.3-17	GLOBAL SIGNALS GROUP	AUTHORIZE ADDITIONAL WORK	$3,780.91	7/31/2017
G1923.3.16	CH2M HILL INC	DETAILED RATE SHEET ADDED	$0.00	8/1/2017
G1455.8-12	LAUGHLIN, FALBO, LEVY, & MORES	LEGAL SERVICES AMENDMENT	$70,000.00	8/2/2017
G1429.5-12	ENVIRONMENTAL LAW GROUP LLP	LEGAL SERVICES AMENDMENT	$60,000.00	8/4/2017
PWL204.2-16	ABC CONSTRUCTION COMPANY.	CORRECTION TO RETENTION CLAUSE	$0.00	8/4/2017
G1491.7-13	MANNING & KASS, ELLROD, RAMIREZ	LEGAL SERVICES AMENDMENT	$60,000.00	8/7/2017
G2019.0-17	SIMON WONG ENGINEERING, INC	CONSTRUCTION MGMT AGREEMENT	$0.00	8/8/2017
B0230.0-17	MICHAEL BAKER	CAMPBELL SHIPYARD SEDIMENT CAP	$0.00	8/9/2017
G2015.0-17	AECOM TECHNICAL SERVICES, INC.	CONSTRUCTION MGMT AGREEMENT	$0.00	8/10/2017
G2018.0-17	PGH WONG ENGINEERING	CONSTRUCTION MGMT AGREEMENT	$0.00	8/10/2017
G2030.0-17	CITY OF SAN DIEGO-CITY ATTY	MOU CAMPBLE SHIPYARD INVESTIGATION	$75,000.00	8/11/2017
B0667.1-17	BATTERY POWER, INC	CA BATTERY FEE	$900.00	8/15/2017
G1433.9-12	TROVILLION INVEISS, AND DEMAKI	LEGAL SERVICES AMENDMENT	$70,000.00	8/15/2017
G1431.2-12	R. MARTIN BOHL	LEGAL SVC - ADD FUNDS	$25,000.00	8/16/2017
B0594.4-13	TRILLIUM USA COMPANY LLC	REVISE PREVAILING WAGE REQUIREMENTS	$0.00	8/24/2017
G1658.3-17	ISS FACILITIES	ADD PREVAILING WAGE	$0.00	8/29/2017
PWG148.5-14	MOBILE RELAY ASSOCIATES	ADD LINE ITEMS	$1,030.00	8/30/2017
G1426.9-12	MARK H BARBER	LEGAL SVC - WORKERS COMP	$0.00	8/31/2017
B0658.1-14	DIONS & SONS	CLEAR DIESEL WET HOSING	$0.00	9/1/2017
G1963.1-17	UC SAN DIEGO HEALTH	OCCUPATIONAL MEDICINE SVC EXTENSION	$0.00	9/5/2017
G1983.0-17	RED TRUCK FIRE & SAFETY CO.	FIRE EXTINGUISHER SERVICES	$77,176.95	9/5/2017
G2034.0-17	VISIOLOGIX CORPORATION	67 BODY WORN CAMERAS	$48,217.49	9/11/2017

EXPENSE CONTRACTS				
Doc #	**Organization**	**Subject**	**Amount**	**Day**
L1409.0-18	SANDAG	ROE - ICOMMUTE PROGRAM	$0.00	9/12/2017
PWL222.1-17	WEST COAST GENERAL/HMS	ORANGE LINE - STORMWATER INSPECTION	$25,704.50	9/12/2017

REVENUE CONTRACTS & MOUs				
Doc #	**Organization**	**Subject**	**Amount**	**Day**
L0755.3-06	CCATT LLC	RESTATED GROUND LEASE AMENDMENT	$0.00	7/12/2017
L6734.0-16	HP COMMUNICATIONS	JROE RELOCATE TELEPACIFIC FIBER OPTIC CA	$1,500.00	7/14/2017
L1406.0-18	SIEMENS INDUSTRY, INC.	REVENUE PARTS PURCHASE	$33,108.50	7/17/2017
L1405.0-18	CCATT LLC	RESTATED GROUND LEASE AMENDMENT	$0.00	7/18/2017
S2000009301	CITY OF IMPERIAL BEACH	ADD BAYSHORE BIKE WAY	$0.00	7/20/2017
S200-17-659	CITY OF IMPERIAL BEACH	SD&AE LICENSE AGREEMENT	$0.00	7/20/2017
L1318.1-16	DR. ELECTRIC	AMENDMENT TO EXTEND ROE	$750.00	7/26/2017
L5758.1-14	HENKELS & MCCOY	AMENDMENT TO EXTEND JROE PERMIT	$750.00	7/31/2017
L6765.1-17	BRG CONSULTING, INC.	AMENDMENT TO UPDATE SANDAG CONTRACT	$750.00	7/31/2017
G2037.0-17	TELECARE BEHAVIORAL	COMPASS CARD EMPLOYER PROGRAM	$0.00	8/1/2017
L1400.0-18	TORO INTERNATIONAL, INC.	ROE MASSACHUSETTS STATION PARKING LOT	$750.00	8/1/2017
L6762.0-17	ELOCK TECHNOLOGIES	JROE-SANDAG BIKE LOCKERS	$0.00	8/1/2017
L6770.0-17	HDR ENGINEERING	JROE ON CALL ENGINEERING SVC	$750.00	8/1/2017
S200-17-668	RECON ENVIRONMENTAL, INC.	ROE - SAN YSIDRO REVEGETATION WORK	$0.00	8/1/2017
L1382.0-17	HOLLAND CONSTRUCTION, INC.	ROE PARK & MARKET	$4,950.00	8/2/2017
G2011.0-17	IMS RECYCLING SERVICES, INC.	SCRAP METAL RECYCLING	$19,397.00	8/4/2017
L1402.0-18	SE PIPELINE	ROE INSTALL STEEL PIPE MASSACHUSETTS	$3,300.00	8/4/2017
L5801.0-17	CITY OF SAN DIEGO	REPLACEMENT LICENSE PB PIPELINE	$0.00	8/4/2017
L1407.0-18	QUALCOMM	ROE QUALCOMM PHOTOSHOOT	$750.00	8/11/2017
G2036.0-17	VISTA UNIFIED SCHOOL DISTRICT	COMPASS CARD EMPLOYER	$0.00	8/16/2017
L1408.0-18	FUSCOE ENGINEERING	ROE - IAD FOR SEWER MONITORING	$750.00	8/16/2017
L5804.0-17	CABRILLO NAT'L MONUMENT FOUNDA	AMERICA'S FINEST CITY MARATHON -JROE	$750.00	8/16/2017
L1410.0-18	SD DANCE THEATER	ROE - DANCE & REHEARSE AT E STREET	$0.00	8/16/2017
L5806.0-18	TC CONSTRUCTION CO., INC.	JROE- SEWER UPGRADE PB PIPELINE	$1,500.00	8/18/2017
L1353.1-17	AMCAL VILLA ENCANTADA	LEASE - AMCAL DEVELOPMENT 62ND ST	$0.00	8/23/2017
L4630.0-18	METROPOLITAN CONDOMINIUM	LICENSE AGREEMENT - VIDEO CAMERAS	$0.00	8/23/2017
G2038.0-17	POWAY UNIFIED SCHOOL DISTRICT	COMPASS CARD EMPLOYER	$0.00	8/29/2017

REVENUE CONTRACTS & MOUs				
Doc #	**Organization**	**Subject**	**Amount**	**Day**
G2039.0-17	ASSOCIATION FOR COMMUNITY	COMPASS CARD EMPLOYER	$0.00	8/29/2017
L6769.0-17	MID COAST TRANSIT CONSTRUCTORS	JROE - CONSTRUCTIONS SVC	$0.00	8/30/2017
L1394.0-17	SAN DIEGO GAS & ELECTRIC COMPA	LEASE AGREEMENT MASSACHUSETTS STATION	($8,400.00)	8/30/2017
G2050.0-18	SAN DIEGO STATE UNIVERSITY	AZTECS FOOTBALL GAME	$0.00	8/31/2017
S200-18-670	SAN DIEGO GAS & ELECTRIC	PURCHASE & SALE GAS PIPELINE 65TH ST	$7,800.00	8/31/2017
S200-18-671	SAN DIEGO GAS & ELECTRIC	EASEMENT - GAS PIPELINE 65TH ST	$0.00	8/31/2017
S200-17-6	S.E. PIPELINE	ROE - TO INSTALL STEEL PIPE	$3,300.00	9/1/2017
L6728.2-16	HENKELS & MCCOY	JROE - SDGE FACILITIES	$3,000.00	9/6/2017
G2047.0-18	SD DANCE THEATER	2017 TROLLEY DANCE	$0.00	9/7/2017
L1273.1-15	SIEMENS INDUSTRY	ROE - EXPIRATION DATE	$750.00	9/7/2017
L6768.0-17	HENKELS & MCCOY	JROE - SDGE PSEP 49-28 PHASE 6	$3,000.00	9/7/2017
S200-17-656	SE PIPELINE	ROE-JACK & BORE MILEPOST EL7.25	$3,300.00	9/7/2017
L1413.0-18	FREMANTLE MEDIA	ROE - HOST & FILM CREW	$0.00	9/12/2017

WORK ORDERS				
Doc #	**Organization**	**Subject**	**Amount**	**Day**
PWL182.0-16.07	HERZOG CONSTRUCTION, INC.	#20 HELPER ROD INSTALLATION	$81,055.76	7/14/2017
PWL204.0-16.37	ABC CONSTRUCTION, INC.	REPLACE BOLLARD W/ CURB ISLAND	$9,284.82	7/14/2017
G0930.17-04-50.1	SANDAG	SUBSTATIONS FEEDER CABLE REPLACEMENT	$2,500.00	7/17/2017
PWL204.0-16.35	ABC CONSTRUCTION, INC.	REPAIR WORK AT RIO VISTA TROLLEY ST	$20,536.70	7/18/2017
G1493.1-13.36	KIMLEY-HORN & ASSOCIATES	GE SERVICES FOR BUS MAINT YARD	$45,800.00	7/31/2017
PWL203.0-16-01.01	HMS CONSTRUCTION	GREENLINE PA SYSTEM	$32,753.62	7/31/2017
PWL204.0-16-25.03	ABC CONSTRUCTION	ADD WORK TROUBLESHOOT & REPAIR JET	$2,283.83	7/31/2017
G1947.0-17.01	HDR ENGINEERING	ORANGE LINE COURTHOUSE STATION WORK	$93,000.00	8/10/2017
G1493.0-13.23.03	KIMLEY HORN	EXTENSION ON CONTRACT	$0.00	8/16/2017
G1495.1-13.03.01	PGH WONG	EXTENSION ON CONTRACT	$0.00	8/16/2017
PWL204.0-16-38	ABC CONSTRUCTIONS, INC.	PYRAMID BUILDING SEWER CLEANOUT	$12,734.77	8/17/2017
L0901.0-10.58	BRICEHOUSE STATION, LLC	MOREVENTS ON BEHALF OF CONTROL4	($7,500.00)	8/29/2017
I0901.0-10.59	BRICEHOUSE STATION, LLC	EVOLVE CONCEPTS VIDEO EXPERIENCE	($9,000.00)	8/29/2017
PWL182.0-167501-1	HERZOG CONSTRUCTION	MARKET ST BRIDGE REPAIR	$5,423.19	8/29/2017
PWL182.0167501-14	HERZOG	MARKET ST BRIDGE REPAIR	$5,423.19	8/30/2017

Purchase Orders				
PO Number	PO Date	Name	Material Group	PO Value
4400000191	7/17/2017	W.W. Grainger Inc	G130-SHOP TOOLS	864.20
4400000192	7/17/2017	W.W. Grainger Inc	G160-PAINTS & CHEMICALS	41.29
4400000193	7/17/2017	Mcmaster-Carr Supply Co	B250-BUS REPAIR PARTS	107.41
4400000194	7/18/2017	W.W. Grainger Inc	G180-JANITORIAL SUPPLIES	179.47
4400000195	7/18/2017	W.W. Grainger Inc	M110-SUB STATION	2,586.43
4400000196	7/25/2017	W.W. Grainger Inc	G180-JANITORIAL SUPPLIES	155.05
4400000197	7/28/2017	W.W. Grainger Inc	G160-PAINTS & CHEMICALS	144.69
4400000198	8/2/2017	Mcmaster-Carr Supply Co	B250-BUS REPAIR PARTS	86.61
4400000199	8/10/2017	W.W. Grainger Inc	G190-SAFETY/MED SUPPLIES	693.37
4400000200	8/10/2017	W.W. Grainger Inc	M180-STATION ELECTRICAL	383.81
4400000201	8/10/2017	W.W. Grainger Inc	G180-JANITORIAL SUPPLIES	131.47
4400000202	8/16/2017	W.W. Grainger Inc	G160-PAINTS & CHEMICALS	144.69
4400000203	8/16/2017	Mcmaster-Carr Supply Co	B250-BUS REPAIR PARTS	206.85
4400000204	8/16/2017	Mcmaster-Carr Supply Co	B250-BUS REPAIR PARTS	284.57
4400000205	8/18/2017	Mcmaster-Carr Supply Co	B250-BUS REPAIR PARTS	119.49
4400000206	8/22/2017	W.W. Grainger Inc	G200-OFFICE SUPPLIES	2,711.42
4400000207	8/29/2017	Mcmaster-Carr Supply Co	M150-PWR SWITCHES/LOCKS	37.18
4400000208	9/5/2017	Mcmaster-Carr Supply Co	G180-JANITORIAL SUPPLIES	261.58
4400000209	9/5/2017	Kaman Industrial Technologies	G130-SHOP TOOLS	282.56
4400000210	9/5/2017	W.W. Grainger Inc	B250-BUS REPAIR PARTS	289.59
4400000211	9/12/2017	W.W. Grainger Inc	M110-SUB STATION	1,035.30
4400000212	9/12/2017	W.W. Grainger Inc	G160-PAINTS & CHEMICALS	134.86
4400000213	9/12/2017	W.W. Grainger Inc	G140-SHOP SUPPLIES	69.07
4400000214	9/12/2017	Mcmaster-Carr Supply Co	F110-SHOP/BLDG MACHINERY	62.16
4500013284	7/12/2017	Zep Vehicle Care Inc	G180-JANITORIAL SUPPLIES	3,598.26
4500013285	7/12/2017	Interior Plant Service Inc	P280-GENERAL SVC AGRMNTS	1,992.00
4500013286	7/12/2017	Mission Janitorial Supplies	G180-JANITORIAL SUPPLIES	1,436.44
4500013287	7/12/2017	Kurt Morgan	G200-OFFICE SUPPLIES	90.07
4500013288	7/12/2017	Industrial Maintenance Supply LLC	G150-FASTENERS	92.57
4500013289	7/12/2017	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,744.70
4500013290	7/12/2017	Allied Refrigeration Inc	P190-REV VEHICLE REPAIRS	185.33
4500013291	7/12/2017	Susan Shepard	G280-FARE MATERIALS	4,748.55
4500013292	7/12/2017	Transit Holdings Inc	B250-BUS REPAIR PARTS	2,174.40
4500013293	7/12/2017	Cummins Pacific LLC	P190-REV VEHICLE REPAIRS	2,532.47
4500013294	7/12/2017	Cummins Pacific LLC	P190-REV VEHICLE REPAIRS	691.09
4500013295	7/12/2017	Southcoast Heating & Air	F110-SHOP/BLDG MACHINERY	930.31
4500013296	7/12/2017	Airgas Inc	G140-SHOP SUPPLIES	108.86
4500013297	7/12/2017	Cummins Pacific LLC	B130-BUS BODY	3,827.54
4500013298	7/12/2017	Southern Counties Oil Co, LP	G170-LUBRICANTS	4,999.68
4500013299	7/12/2017	W.W. Grainger Inc	G140-SHOP SUPPLIES	345.34
4500013300	7/12/2017	Cummins Pacific LLC	B250-BUS REPAIR PARTS	502.66
4500013301	7/12/2017	TK Services Inc	B250-BUS REPAIR PARTS	574.26
4500013302	7/12/2017	Mcmaster-Carr Supply Co	F110-SHOP/BLDG MACHINERY	58.63
4500013303	7/12/2017	Office Solutions	G200-OFFICE SUPPLIES	768.58
4500013304	7/12/2017	Knorr Brake Company	P190-REV VEHICLE REPAIRS	15,585.02
4500013305	7/12/2017	M Power Truck & Diesel Repair	P210-NON-REV VEH REPAIRS	1,683.51
4500013306	7/12/2017	OneSource Distributors, LLC	M140-WAYSIDE SIGNALS	575.18
4500013307	7/12/2017	Shilpark Paint Corp.	G160-PAINTS & CHEMICALS	100.32
4500013308	7/12/2017	Armorcast Products Company Inc	M140-WAYSIDE SIGNALS	1,344.04
4500013309	7/12/2017	El Dorado Coatings Inc	P280-GENERAL SVC AGRMNTS	685.00
4500013310	7/12/2017	Home Depot USA Inc	G210-OFFICE FURNITURE	75.40
4500013311	7/12/2017	Madden Construction Inc	P280-GENERAL SVC AGRMNTS	1,014.15
4500013312	7/12/2017	Daniels Tire Service	P210-NON-REV VEH REPAIRS	200.70
4500013313	7/12/2017	Comfort Mechanical Inc	M190-SDSU ELECTRICAL	995.00
4500013314	7/13/2017	Southern Counties Oil Co, LP	G170-LUBRICANTS	6,180.54
4500013315	7/13/2017	Kurt Morgan	G200-OFFICE SUPPLIES	438.91
4500013316	7/13/2017	Quality Technology Services Inc	I110-INFORMATION TECH	273.90
4500013317	7/13/2017	Waxie Sanitary Supply Inc	G180-JANITORIAL SUPPLIES	512.16
4500013318	7/13/2017	Transwest San Diego LLC	B200-BUS PWR TRAIN EQUIP	3,032.96

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PO Number	PO Date	Name	Material Group	PO Value
4500013319	7/13/2017	Kidde Technologies Inc	B200-BUS PWR TRAIN EQUIP	1,287.18
4500013320	7/13/2017	Transit Holdings Inc	B140-BUS CHASSIS	2,896.99
4500013321	7/13/2017	Rush Truck Centers of California	B200-BUS PWR TRAIN EQUIP	276.22
4500013322	7/13/2017	Robert Costanzo	B140-BUS CHASSIS	360.98
4500013323	7/13/2017	Cummins Pacific LLC	B200-BUS PWR TRAIN EQUIP	1,893.94
4500013324	7/13/2017	F-1 Marketing Group	G230-PRINTED MATERIALS	238.52
4500013325	7/13/2017	4One LLC	B130-BUS BODY	634.00
4500013326	7/13/2017	AxleTech LLC	B140-BUS CHASSIS	593.29
4500013327	7/13/2017	Transit Products and Services	B130-BUS BODY	12,137.00
4500013328	7/13/2017	DLT Solutions LLC	I110-INFORMATION TECH	35,820.51
4500013329	7/13/2017	Harbor Diesel & Equipment	B200-BUS PWR TRAIN EQUIP	1,217.71
4500013330	7/13/2017	Vern Rose Inc	G140-SHOP SUPPLIES	117.50
4500013331	7/13/2017	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,757.03
4500013332	7/13/2017	Kurt Morgan	G200-OFFICE SUPPLIES	197.73
4500013333	7/13/2017	Sid Tool Co	F180-BUILDING MATERIALS	2,567.16
4500013334	7/13/2017	Transit Products and Services	B130-BUS BODY	2,586.00
4500013335	7/13/2017	Dunn-Edwards Corporation	F110-SHOP/BLDG MACHINERY	451.68
4500013336	7/13/2017	Gillig LLC	B250-BUS REPAIR PARTS	740.19
4500013337	7/13/2017	Western Lift Inc	F110-SHOP/BLDG MACHINERY	1,024.07
4500013338	7/13/2017	Transit Holdings Inc	B250-BUS REPAIR PARTS	274.96
4500013339	7/13/2017	Vern Rose Inc	P190-REV VEHICLE REPAIRS	237.70
4500013340	7/13/2017	MJP Enterprises	P210-NON-REV VEH REPAIRS	2,355.15
4500013341	7/13/2017	Steven Timme	G110-BUS/TROLLEY SIGNAGE	149.30
4500013342	7/13/2017	F-1 Marketing Group	G230-PRINTED MATERIALS	1,084.67
4500013343	7/13/2017	Steven Timme	G110-BUS/TROLLEY SIGNAGE	95.43
4500013344	7/13/2017	Brown & Bigelow Inc	P480-EE MAINTENANCE	1,491.46
4500013345	7/13/2017	Kaman Industrial Technologies	B250-BUS REPAIR PARTS	626.63
4500013346	7/13/2017	Chromate Industrial Corporation	G150-FASTENERS	1,429.42
4500013347	7/13/2017	Gillig LLC	B250-BUS REPAIR PARTS	309.71
4500013348	7/13/2017	W.W. Grainger Inc	G140-SHOP SUPPLIES	278.60
4500013349	7/13/2017	Southcoast Heating & Air	F110-SHOP/BLDG MACHINERY	327.31
4500013350	7/13/2017	San Diego Friction Products, Inc.	B250-BUS REPAIR PARTS	319.48
4500013351	7/13/2017	Office Solutions	G200-OFFICE SUPPLIES	639.55
4500013352	7/13/2017	Team One Repair Inc	G290-FARE REVENUE EQUIP	2,210.42
4500013353	7/13/2017	M Power Truck & Diesel Repair	P210-NON-REV VEH REPAIRS	465.00
4500013354	7/14/2017	M Power Truck & Diesel Repair	P210-NON-REV VEH REPAIRS	125.00
4500013355	7/14/2017	W.W. Grainger Inc	G130-SHOP TOOLS	1,527.37
4500013356	7/14/2017	Red Truck Fire & Safety Co.	G190-SAFETY/MED SUPPLIES	85.92
4500013357	7/14/2017	Mcmaster-Carr Supply Co	G140-SHOP SUPPLIES	286.90
4500013358	7/14/2017	Knorr Brake Company	R220-RAIL/LRV TRUCKS	36,800.25
4500013359	7/14/2017	Romaine Electric Corporation	B160-BUS ELECTRICAL	10,133.93
4500013360	7/14/2017	Allied Electronics Inc	R180-RAIL/LRV LIGHTING	76.64
4500013361	7/14/2017	Office Solutions	G200-OFFICE SUPPLIES	285.32
4500013362	7/14/2017	HI-TEC Enterprises	R120-RAIL/LRV CAR BODY	128.98
4500013363	7/14/2017	IFM Efector, Inc.	R160-RAIL/LRV ELECTRICAL	1,347.96
4500013364	7/14/2017	Stotz Equipment	A110-AUTO/TRUCK TIRES	365.56
4500013365	7/14/2017	Applied Industrial Technologies-CA	G140-SHOP SUPPLIES	136.15
4500013366	7/14/2017	Pape Material Handling	P210-NON-REV VEH REPAIRS	363.95
4500013367	7/14/2017	Siemens Industry Inc	R160-RAIL/LRV ELECTRICAL	29,197.02
4500013368	7/14/2017	Soco Group Inc	A120-AUTO/TRUCK GASOLINE	3,205.80
4500013369	7/14/2017	B Hepworth & Company Limited	R160-RAIL/LRV ELECTRICAL	205.20
4500013370	7/14/2017	Machinex, Inc.	R140-RAIL/LRV DOORS/RAMP	6,219.84
4500013371	7/14/2017	Ridout Plastics Co Inc	G290-FARE REVENUE EQUIP	285.54
4500013372	7/14/2017	Mission Janitorial Supplies	G180-JANITORIAL SUPPLIES	417.00
4500013373	7/17/2017	Mohawk Mfg & Supply Co	B200-BUS PWR TRAIN EQUIP	434.23
4500013374	7/17/2017	San Diego Friction Products, Inc.	B160-BUS ELECTRICAL	2,732.32
4500013375	7/17/2017	Mohawk Mfg & Supply Co	B140-BUS CHASSIS	116.58
4500013376	7/17/2017	San Diego Friction Products, Inc.	B140-BUS CHASSIS	3,022.39
4500013377	7/17/2017	Industrial Maintenance Supply LLC	G150-FASTENERS	17.53

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PO Number	PO Date	Name	Material Group	PO Value
4500013378	7/17/2017	Transit Holdings Inc	B110-BUS HVAC SYSTEMS	1,613.25
4500013379	7/17/2017	TK Services Inc	B110-BUS HVAC SYSTEMS	150.49
4500013380	7/17/2017	The Truck Lighthouse	A140-AUTO/TRUCK REPAIR	342.48
4500013381	7/17/2017	Cummins Pacific LLC	B200-BUS PWR TRAIN EQUIP	1,500.44
4500013382	7/17/2017	Mail Dispatch, LLC	P420-MAIL SERVICES	9,828.00
4500013383	7/17/2017	Soco Group Inc	A120-AUTO/TRUCK GASOLINE	18,593.64
4500013384	7/17/2017	Soco Group Inc	A120-AUTO/TRUCK GASOLINE	18,772.43
4500013385	7/17/2017	Cummins Pacific LLC	B200-BUS PWR TRAIN EQUIP	3,877.60
4500013386	7/17/2017	Staples Contract & Commercial Inc	G200-OFFICE SUPPLIES	560.55
4500013387	7/17/2017	Cummins Pacific LLC	P190-REV VEHICLE REPAIRS	2,532.47
4500013388	7/17/2017	Cummins Pacific LLC	P190-REV VEHICLE REPAIRS	301.20
4500013389	7/17/2017	Culligan of San Diego	G140-SHOP SUPPLIES	4,080.00
4500013390	7/17/2017	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,757.03
4500013391	7/17/2017	Los Angeles Rubber Company Inc.	F110-SHOP/BLDG MACHINERY	4,474.68
4500013392	7/17/2017	Costco	P480-EE MAINTENANCE	192.98
4500013393	7/17/2017	Costco	P480-EE MAINTENANCE	450.29
4500013394	7/17/2017	Costco	P480-EE MAINTENANCE	214.43
4500013395	7/17/2017	Transit Holdings Inc	B250-BUS REPAIR PARTS	1,641.57
4500013396	7/17/2017	Gillig LLC	B250-BUS REPAIR PARTS	656.12
4500013397	7/17/2017	Staples Contract & Commercial Inc	G200-OFFICE SUPPLIES	345.37
4500013398	7/17/2017	Transit Holdings Inc	P190-REV VEHICLE REPAIRS	3,769.96
4500013399	7/17/2017	S & C Distribution Company	G130-SHOP TOOLS	190.72
4500013400	7/17/2017	Cable, Pipe & Leak Detection, Inc.	M130-CROSSING MECHANISM	750.00
4500013401	7/17/2017	M Power Truck & Diesel Repair	P210-NON-REV VEH REPAIRS	117.93
4500013402	7/17/2017	Home Depot USA Inc	G130-SHOP TOOLS	384.03
4500013403	7/17/2017	Comfort Mechanical Inc	M190-SDSU ELECTRICAL	995.00
4500013404	7/17/2017	Kenneth Place	G130-SHOP TOOLS	319.61
4500013405	7/17/2017	Knorr Brake Company	P190-REV VEHICLE REPAIRS	25,385.90
4500013406	7/17/2017	Siemens Industry Inc	P190-REV VEHICLE REPAIRS	22,701.86
4500013407	7/18/2017	Kaman Industrial Technologies	G160-PAINTS & CHEMICALS	113.33
4500013408	7/18/2017	Cubic Transportation Systems	B190-BUS FARE EQUIP	9,714.38
4500013409	7/18/2017	Cummins Pacific LLC	B250-BUS REPAIR PARTS	2,532.47
4500013410	7/18/2017	W.W. Grainger Inc	G140-SHOP SUPPLIES	139.30
4500013411	7/18/2017	Transit Holdings Inc	B130-BUS BODY	191.11
4500013412	7/18/2017	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,763.19
4500013413	7/18/2017	Industrial Maintenance Supply LLC	G130-SHOP TOOLS	101.01
4500013414	7/18/2017	Cummins Pacific LLC	B160-BUS ELECTRICAL	18,165.99
4500013415	7/18/2017	Gillig LLC	B140-BUS CHASSIS	2,861.54
4500013416	7/18/2017	Airgas Inc	G190-SAFETY/MED SUPPLIES	1,007.21
4500013417	7/18/2017	ABC Construction Co., Inc.	M140-WAYSIDE SIGNALS	9,284.82
4500013418	7/18/2017	The Gordian Group, Inc.	M140-WAYSIDE SIGNALS	249.47
4500013419	7/18/2017	Herzog Contracting Co	T140-TRACK, TURNOUTS	81,055.76
4500013420	7/18/2017	The Gordian Group, Inc.	T140-TRACK, TURNOUTS	2,177.86
4500013421	7/19/2017	Transit Holdings Inc	P190-REV VEHICLE REPAIRS	562.70
4500013422	7/19/2017	Charter Industrial Supply Inc	B200-BUS PWR TRAIN EQUIP	3,000.00
4500013423	7/19/2017	Freeby Signs	B250-BUS REPAIR PARTS	991.30
4500013424	7/19/2017	Transit Holdings Inc	B250-BUS REPAIR PARTS	541.00
4500013425	7/19/2017	Transit Holdings Inc	B130-BUS BODY	5,728.26
4500013426	7/19/2017	General Auto Repair	P210-NON-REV VEH REPAIRS	1,047.00
4500013427	7/19/2017	W.W. Grainger Inc	F110-SHOP/BLDG MACHINERY	320.30
4500013428	7/19/2017	Gillig LLC	B250-BUS REPAIR PARTS	359.19
4500013429	7/19/2017	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,781.69
4500013430	7/19/2017	Cummins Pacific LLC	F110-SHOP/BLDG MACHINERY	1,704.17
4500013431	7/19/2017	Knorr Brake Company	R220-RAIL/LRV TRUCKS	558.56
4500013432	7/19/2017	American Battery Corporation	M110-SUB STATION	194.98
4500013433	7/19/2017	Willy's Electronic Supply Co	R160-RAIL/LRV ELECTRICAL	71.84
4500013434	7/19/2017	Waxie Sanitary Supply Inc	G140-SHOP SUPPLIES	490.09
4500013435	7/19/2017	CDW LLC	I110-INFORMATION TECH	3,331.36
4500013436	7/19/2017	Aguirre Engineering Inc	P520-A & E/DESIGN	14,427.67

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PO Number	PO Date	Name	Material Group	PO Value
4500013437	7/19/2017	Quality Technology Services Inc	I120-INFO TECH, SVCS	54,864.00
4500013438	7/20/2017	Transit Holdings Inc	B250-BUS REPAIR PARTS	2,887.83
4500013439	7/20/2017	Freeby Signs	B250-BUS REPAIR PARTS	85.12
4500013440	7/20/2017	Vericom LLC	G130-SHOP TOOLS	290.46
4500013441	7/20/2017	Gillig LLC	B250-BUS REPAIR PARTS	424.62
4500013442	7/20/2017	R.S. Hughes Co Inc	B250-BUS REPAIR PARTS	178.52
4500013443	7/20/2017	Siemens Industry Inc	R160-RAIL/LRV ELECTRICAL	12,157.44
4500013444	7/20/2017	Don Oleson Inc	P190-REV VEHICLE REPAIRS	575.00
4500013445	7/20/2017	Carlos Guzman Inc	G180-JANITORIAL SUPPLIES	1,818.47
4500013446	7/20/2017	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,547.42
4500013447	7/20/2017	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,769.36
4500013448	7/20/2017	Transit Holdings Inc	B140-BUS CHASSIS	147.10
4500013449	7/20/2017	FRS Environmental Inc	P130-EQUIP MAINT REPR SVC	407.75
4500013450	7/20/2017	Steven Timme	G290-FARE REVENUE EQUIP	655.12
4500013451	7/20/2017	Madden Construction Inc	P280-GENERAL SVC AGRMNTS	979.00
4500013452	7/20/2017	Home Depot USA Inc	G130-SHOP TOOLS	1,911.64
4500013453	7/20/2017	Reid and Clark Screen Arts Co	P210-NON-REV VEH REPAIRS	474.27
4500013454	7/20/2017	West End Holdings Inc	P260-TESTING & ANALYSIS	150.00
4500013455	7/20/2017	Praxair Distribution Inc.	G130-SHOP TOOLS	1,745.29
4500013456	7/20/2017	W.W. Grainger Inc	G130-SHOP TOOLS	75.80
4500013457	7/20/2017	Schunk Carbon Technology LLC	R190-RAIL/LRV PANTOGRAPH	1,012.10
4500013458	7/20/2017	Professional Contractors Supplies	G130-SHOP TOOLS	306.18
4500013459	7/20/2017	Calmat	T110-TRACK, RAIL	50,489.50
4500013460	7/20/2017	Ethority LLC	P450-PERSONNEL SVCS	23,925.00
4500013461	7/20/2017	Associated Students of SDSU	P310-ADVERTISING SERVICES	2,898.00
4500013462	7/20/2017	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	19,576.96
4500013463	7/20/2017	University of San Diego	P310-ADVERTISING SERVICES	1,464.72
4500013464	7/20/2017	Transit Holdings Inc	B250-BUS REPAIR PARTS	1,881.06
4500013465	7/20/2017	Southern Counties Oil Co, LP	G170-LUBRICANTS	4,999.68
4500013466	7/20/2017	Mersen Usa Bn Corp	R220-RAIL/LRV TRUCKS	6,121.71
4500013467	7/20/2017	Alliant Insurance Services Inc	P370-RISK MANAGEMENT	13,608.00
4500013468	7/20/2017	San Diego Community College Distric	P310-ADVERTISING SERVICES	1,350.00
4500013469	7/20/2017	Discovery Health Services LLC	P480-EE MAINTENANCE	5,700.00
4500013470	7/20/2017	R.S. Hughes Co Inc	R120-RAIL/LRV CAR BODY	3,298.48
4500013471	7/20/2017	GCCCD	P310-ADVERTISING SERVICES	754.00
4500013472	7/21/2017	Prochem Specialty Products Inc	G180-JANITORIAL SUPPLIES	2,531.68
4500013473	7/21/2017	Transit Holdings Inc	B140-BUS CHASSIS	1,028.95
4500013474	7/21/2017	Professional Contractors Supplies	G170-LUBRICANTS	1,302.02
4500013475	7/21/2017	Home Depot USA Inc	G180-JANITORIAL SUPPLIES	864.50
4500013476	7/21/2017	Ansaldo Sts Usa Inc	M130-CROSSING MECHANISM	287.70
4500013477	7/21/2017	Office Solutions	G280-FARE MATERIALS	244.71
4500013478	7/21/2017	ABC Construction Co., Inc.	P120-BLDG/FACILITY REPRS	20,536.70
4500013479	7/21/2017	The Gordian Group, Inc.	P120-BLDG/FACILITY REPRS	551.79
4500013480	7/21/2017	Transwest San Diego LLC	B160-BUS ELECTRICAL	694.95
4500013481	7/21/2017	Controlled Motion Solutions Inc	R220-RAIL/LRV TRUCKS	1,215.42
4500013482	7/21/2017	W.W. Grainger Inc	R220-RAIL/LRV TRUCKS	3,351.45
4500013483	7/21/2017	California Stamp Company	G200-OFFICE SUPPLIES	75.67
4500013484	7/21/2017	Office Depot	G200-OFFICE SUPPLIES	301.69
4500013485	7/21/2017	San Diego Plastics Inc	R170-RAIL/LRV HVAC	1,885.63
4500013486	7/21/2017	Waxie Sanitary Supply Inc	G180-JANITORIAL SUPPLIES	427.94
4500013487	7/21/2017	HI-TEC Enterprises	R220-RAIL/LRV TRUCKS	563.75
4500013488	7/21/2017	Schunk Carbon Technology LLC	R190-RAIL/LRV PANTOGRAPH	743.48
4500013489	7/21/2017	Soco Group Inc	A120-AUTO/TRUCK GASOLINE	3,205.80
4500013490	7/21/2017	Cubic Transportation Systems	G290-FARE REVENUE EQUIP	4,302.24
4500013491	7/21/2017	Siemens Industry Inc	R160-RAIL/LRV ELECTRICAL	27,120.69
4500013492	7/21/2017	General Auto Repair	P210-NON-REV VEH REPAIRS	417.94
4500013493	7/21/2017	Charter Industrial Supply Inc	G140-SHOP SUPPLIES	1,749.60
4500013494	7/21/2017	Sloan Electromechanical	P190-REV VEHICLE REPAIRS	2,204.00
4500013495	7/21/2017	NMS Management Inc	P280-GENERAL SVC AGRMNTS	126.52

Purchase Orders				
PO Number	PO Date	Name	Material Group	PO Value
4500013496	7/21/2017	FRS Environmental Inc	G130-SHOP TOOLS	565.00
4500013497	7/21/2017	Airgas Inc	G190-SAFETY/MED SUPPLIES	868.68
4500013498	7/21/2017	RR Donnelley and Sons Co	G230-PRINTED MATERIALS	2,738.93
4500013499	7/24/2017	Reid and Clark Screen Arts Co	R120-RAIL/LRV CAR BODY	1,629.27
4500013500	7/24/2017	Virginia Electronic & Lighting LLC	M140-WAYSIDE SIGNALS	2,139.51
4500013501	7/24/2017	Applied Industrial Technologies-CA	G140-SHOP SUPPLIES	1,171.52
4500013502	7/24/2017	Transit Holdings Inc	B250-BUS REPAIR PARTS	25.35
4500013503	7/24/2017	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,757.03
4500013504	7/24/2017	National Petroleum, Inc.	G170-LUBRICANTS	251.49
4500013505	7/24/2017	Transit Products and Services	B130-BUS BODY	2,693.75
4500013506	7/24/2017	Cummins Pacific LLC	B200-BUS PWR TRAIN EQUIP	2,615.45
4500013507	7/24/2017	Ferguson Enterprises	F110-SHOP/BLDG MACHINERY	205.19
4500013508	7/24/2017	Transit Holdings Inc	B200-BUS PWR TRAIN EQUIP	771.50
4500013509	7/24/2017	Mohawk Mfg & Supply Co	B160-BUS ELECTRICAL	421.07
4500013510	7/24/2017	Comfort Mechanical Inc	M180-STATION ELECTRICAL	987.00
4500013511	7/24/2017	Home Depot USA Inc	F180-BUILDING MATERIALS	88.50
4500013512	7/24/2017	Daniels Tire Service	A110-AUTO/TRUCK TIRES	388.99
4500013513	7/24/2017	JKL Cleaning Systems	P210-NON-REV VEH REPAIRS	283.31
4500013514	7/24/2017	US Mobile Wireless	P210-NON-REV VEH REPAIRS	356.44
4500013515	7/24/2017	Airgas Refrigerants Inc	R170-RAIL/LRV HVAC	161.60
4500013516	7/25/2017	Industrial Maintenance Supply LLC	G200-OFFICE SUPPLIES	205.78
4500013517	7/25/2017	A.O. Reed & Co	F110-SHOP/BLDG MACHINERY	648.31
4500013518	7/25/2017	Transit Holdings Inc	B130-BUS BODY	1,406.49
4500013519	7/25/2017	E W Truck & Equipment Co Inc	F110-SHOP/BLDG MACHINERY	267.88
4500013520	7/25/2017	Cummins Pacific LLC	P190-REV VEHICLE REPAIRS	2,532.47
4500013521	7/25/2017	Recaro North America Inc	B250-BUS REPAIR PARTS	159.47
4500013522	7/25/2017	Vinyard Doors	F110-SHOP/BLDG MACHINERY	420.00
4500013523	7/25/2017	SANDAG	C120-SPECIALTY CONTRACTOR	11,681.00
4500013524	7/25/2017	General Information Systems Ltd	G120-SECURITY	15,200.73
4500013525	7/25/2017	Body Beautiful Car Wash Inc	G120-SECURITY	2,750.00
4500013526	7/25/2017	F-1 Marketing Group	G230-PRINTED MATERIALS	633.97
4500013527	7/25/2017	Transit Holdings Inc	B140-BUS CHASSIS	573.47
4500013528	7/25/2017	CDW LLC	I110-INFORMATION TECH	850.83
4500013529	7/25/2017	Siemens Industry Inc	R160-RAIL/LRV ELECTRICAL	10,828.88
4500013530	7/25/2017	Telliard Construction	C130-CONSTRUCTION SVCS	978.00
4500013531	7/25/2017	Kaman Industrial Technologies	G140-SHOP SUPPLIES	3,093.08
4500013532	7/25/2017	Jeyco Products Inc	G200-OFFICE SUPPLIES	156.87
4500013533	7/25/2017	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,794.02
4500013534	7/25/2017	W.W. Grainger Inc	G140-SHOP SUPPLIES	84.62
4500013535	7/25/2017	Kld Labs Inc	P130-EQUIP MAINT REPR SVC	2,500.00
4500013536	7/25/2017	US Mobile Wireless	P210-NON-REV VEH REPAIRS	356.44
4500013537	7/25/2017	Total Filtration Services Inc	R230-RAIL/LRV MECHANICAL	1,808.25
4500013538	7/25/2017	A.O. Reed & Co	F110-SHOP/BLDG MACHINERY	511.63
4500013539	7/25/2017	Transit Holdings Inc	B250-BUS REPAIR PARTS	1,102.04
4500013540	7/25/2017	Maintex Inc	G170-LUBRICANTS	1,116.69
4500013541	7/25/2017	Transit Holdings Inc	B140-BUS CHASSIS	2,867.67
4500013542	7/25/2017	Mohawk Mfg & Supply Co	B140-BUS CHASSIS	1,165.32
4500013543	7/25/2017	West-Lite Supply Co Inc	G270-ELECTRICAL/LIGHTING	1,189.24
4500013544	7/25/2017	IPC (USA), Inc.	A120-AUTO/TRUCK GASOLINE	19,487.57
4500013545	7/25/2017	Konecranes Inc	P130-EQUIP MAINT REPR SVC	468.00
4500013546	7/25/2017	Gillig LLC	B250-BUS REPAIR PARTS	527.03
4500013547	7/25/2017	California Sheet Metal Works	R160-RAIL/LRV ELECTRICAL	1,386.88
4500013548	7/25/2017	Westair Gases & Equipment Inc	G190-SAFETY/MED SUPPLIES	514.94
4500013549	7/25/2017	Chromate Industrial Corporation	G140-SHOP SUPPLIES	351.32
4500013550	7/25/2017	W.W. Grainger Inc	M130-CROSSING MECHANISM	398.68
4500013551	7/25/2017	DoAll Company	R230-RAIL/LRV MECHANICAL	1,499.45
4500013552	7/26/2017	Transit Holdings Inc	B130-BUS BODY	1,162.52
4500013553	7/26/2017	Kaman Industrial Technologies	B120-BUS MECHANICAL PARTS	1,697.48
4500013554	7/26/2017	Charter Industrial Supply Inc	G140-SHOP SUPPLIES	36.88

Purchase Orders				
PO Number	PO Date	Name	Material Group	PO Value
4500013555	7/26/2017	Waxie Sanitary Supply Inc	G130-SHOP TOOLS	862.33
4500013556	7/26/2017	Rick Busch	G180-JANITORIAL SUPPLIES	290.94
4500013557	7/26/2017	Mission Janitorial Supplies	G180-JANITORIAL SUPPLIES	836.31
4500013558	7/26/2017	Transit Holdings Inc	B130-BUS BODY	757.17
4500013559	7/26/2017	Industrial Maintenance Supply LLC	G150-FASTENERS	35.14
4500013560	7/26/2017	Kaman Industrial Technologies	B200-BUS PWR TRAIN EQUIP	41.68
4500013561	7/26/2017	R.S. Hughes Co Inc	B130-BUS BODY	2,694.00
4500013562	7/26/2017	Romaine Electric Corporation	B160-BUS ELECTRICAL	6,187.04
4500013563	7/26/2017	Gillig LLC	B160-BUS ELECTRICAL	2,588.64
4500013564	7/26/2017	San Diego Friction Products, Inc.	B140-BUS CHASSIS	1,099.05
4500013565	7/26/2017	AxleTech LLC	B140-BUS CHASSIS	954.99
4500013566	7/26/2017	Allied Refrigeration Inc	R170-RAIL/LRV HVAC	1,467.83
4500013567	7/26/2017	San Diego Compressed Air Power LLC	F180-BUILDING MATERIALS	100.23
4500013568	7/26/2017	Dunn-Edwards Corporation	G140-SHOP SUPPLIES	39.10
4500013569	7/26/2017	Siemens Industry Inc	R160-RAIL/LRV ELECTRICAL	22,960.45
4500013570	7/26/2017	Sid Tool Co	G180-JANITORIAL SUPPLIES	336.34
4500013571	7/26/2017	Transit Holdings Inc	B120-BUS MECHANICAL PARTS	1,503.70
4500013572	7/26/2017	Transwest San Diego LLC	B130-BUS BODY	299.04
4500013573	7/26/2017	Mcmaster-Carr Supply Co	M200-YARD FACILITIES	496.56
4500013574	7/26/2017	Golden State Supply LLC	G180-JANITORIAL SUPPLIES	110.27
4500013575	7/26/2017	Transit Holdings Inc	B160-BUS ELECTRICAL	2,927.83
4500013576	7/26/2017	Anixter Inc	M140-WAYSIDE SIGNALS	9,200.00
4500013578	7/26/2017	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,806.35
4500013579	7/26/2017	Hanning & Kahl LP	M150-PWR SWITCHES/LOCKS	14,511.77
4500013580	7/26/2017	Home Depot USA Inc	G140-SHOP SUPPLIES	137.95
4500013581	7/26/2017	Transit Holdings Inc	B250-BUS REPAIR PARTS	71.52
4500013582	7/26/2017	Kimley-Horn & Associates	P520-A & E/DESIGN	14,600.00
4500013583	7/26/2017	Kimley-Horn & Associates	P520-A & E/DESIGN	11,000.00
4500013585	7/26/2017	Office Depot	G200-OFFICE SUPPLIES	221.81
4500013586	7/26/2017	Takuyo Corporation	P310-ADVERTISING SERVICES	2,652.00
4500013587	7/27/2017	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,818.68
4500013588	7/27/2017	Siemens Industry Inc	R160-RAIL/LRV ELECTRICAL	80,622.91
4500013589	7/27/2017	Knorr Brake Company	R220-RAIL/LRV TRUCKS	516.81
4500013590	7/27/2017	California Sheet Metal Works	R160-RAIL/LRV ELECTRICAL	2,079.58
4500013591	7/27/2017	Battery Systems Inc	B160-BUS ELECTRICAL	3,640.40
4500013592	7/27/2017	Gillig LLC	B140-BUS CHASSIS	978.12
4500013593	7/27/2017	Jankovich Company	G170-LUBRICANTS	3,022.62
4500013594	7/27/2017	Selective Transit Parts Inc	R220-RAIL/LRV TRUCKS	23,528.29
4500013595	7/27/2017	HI-TEC Enterprises	R160-RAIL/LRV ELECTRICAL	538.75
4500013596	7/27/2017	Siemens Industry Inc	R160-RAIL/LRV ELECTRICAL	1,825.29
4500013597	7/27/2017	West-Lite Supply Co Inc	M200-YARD FACILITIES	359.62
4500013598	7/27/2017	ISC Applied Systems Corp	R150-RAIL/LRV COMM EQUIP	69,694.86
4500013599	7/27/2017	Knorr Brake Co-IFE North America	G140-SHOP SUPPLIES	2,254.12
4500013600	7/27/2017	Cubic Transportation Systems	G290-FARE REVENUE EQUIP	144.96
4500013601	7/27/2017	Mark Carass	P120-BLDG/FACILITY REPRS	158.00
4500013602	7/27/2017	P & R Paper Supply Company Inc	G180-JANITORIAL SUPPLIES	582.08
4500013603	7/27/2017	Prudential Overall Supply	G180-JANITORIAL SUPPLIES	1,188.21
4500013604	7/27/2017	Robcar Corporation	G110-BUS/TROLLEY SIGNAGE	40.95
4500013605	7/27/2017	West End Holdings Inc	P260-TESTING & ANALYSIS	225.00
4500013606	7/28/2017	Cummins Pacific LLC	P190-REV VEHICLE REPAIRS	2,532.47
4500013607	7/28/2017	Staples Contract & Commercial Inc	G200-OFFICE SUPPLIES	345.37
4500013608	7/28/2017	Sunroad Auto LLC	B250-BUS REPAIR PARTS	442.41
4500013609	7/28/2017	Gillig LLC	B250-BUS REPAIR PARTS	859.55
4500013610	7/28/2017	S&A Systems Inc	B250-BUS REPAIR PARTS	1,210.04
4500013611	7/28/2017	Pacific Railway Enterprises Inc	P520-A & E/DESIGN	60,000.00
4500013612	7/28/2017	Pacific Railway Enterprises Inc	P520-A & E/DESIGN	98,500.00
4500013613	7/28/2017	Airgas Inc	G190-SAFETY/MED SUPPLIES	272.57
4500013614	7/28/2017	American Battery Corporation	M130-CROSSING MECHANISM	460.78
4500013615	7/28/2017	Soco Group Inc	A120-AUTO/TRUCK GASOLINE	3,452.40

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PO Number	PO Date	Name	Material Group	PO Value
4500013616	7/28/2017	Robcar Corporation	G190-SAFETY/MED SUPPLIES	129.30
4500013617	7/28/2017	Ricoh USA Inc	I120-INFO TECH, SVCS	6,160.00
4500013618	7/28/2017	General Signals Inc	M130-CROSSING MECHANISM	4,018.68
4500013619	7/28/2017	B Hepworth & Company Limited	R120-RAIL/LRV CAR BODY	414.84
4500013620	7/28/2017	Southern Counties Lubricants LLC	A120-AUTO/TRUCK GASOLINE	21,186.02
4500013621	7/28/2017	R.S. Hughes Co Inc	G190-SAFETY/MED SUPPLIES	260.17
4500013622	7/31/2017	Staples Contract & Commercial Inc	G200-OFFICE SUPPLIES	2,072.24
4500013623	7/31/2017	SPX Corporation	G290-FARE REVENUE EQUIP	199.62
4500013624	7/31/2017	Transit Holdings Inc	B130-BUS BODY	278.09
4500013625	7/31/2017	W.W. Grainger Inc	F110-SHOP/BLDG MACHINERY	1,019.57
4500013626	7/31/2017	Citywide Auto Glass Inc	B250-BUS REPAIR PARTS	1,227.28
4500013627	7/31/2017	TK Services Inc	B250-BUS REPAIR PARTS	41.72
4500013628	7/31/2017	Genuine Parts Co	B250-BUS REPAIR PARTS	151.89
4500013629	7/31/2017	Keys & Engraving Inc	G240-UNIFORM PROCUREMENT	445.44
4500013630	7/31/2017	Transit Holdings Inc	B250-BUS REPAIR PARTS	846.00
4500013631	7/31/2017	Mcmaster-Carr Supply Co	F110-SHOP/BLDG MACHINERY	107.40
4500013632	7/31/2017	Cummins Pacific LLC	B200-BUS PWR TRAIN EQUIP	11,896.77
4500013633	7/31/2017	Transit Holdings Inc	B250-BUS REPAIR PARTS	1,252.60
4500013634	7/31/2017	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,824.84
4500013635	7/31/2017	Simplexgrinnell LP	P280-GENERAL SVC AGRMNTS	420.00
4500013636	7/31/2017	JKL Cleaning Systems	P130-EQUIP MAINT REPR SVC	675.42
4500013637	7/31/2017	Transit Holdings Inc	B250-BUS REPAIR PARTS	457.13
4500013640	7/31/2017	Comfort Mechanical Inc	M180-STATION ELECTRICAL	987.00
4500013642	7/31/2017	Konecranes Inc	P130-EQUIP MAINT REPR SVC	818.00
4500013643	7/31/2017	Pressnet Express Inc	G280-FARE MATERIALS	2,903.87
4500013644	7/31/2017	Transit Holdings Inc	B130-BUS BODY	84.05
4500013645	7/31/2017	Kent Global Systems Inc	G180-JANITORIAL SUPPLIES	2,872.75
4500013646	7/31/2017	M Power Truck & Diesel Repair	P210-NON-REV VEH REPAIRS	1,225.00
4500013647	7/31/2017	Red Truck Fire & Safety Co.	P280-GENERAL SVC AGRMNTS	181.48
4500013648	7/31/2017	Waxie Sanitary Supply Inc	G180-JANITORIAL SUPPLIES	375.58
4500013649	7/31/2017	All The King's Flags	M200-YARD FACILITIES	327.77
4500013650	7/31/2017	Flyers Energy LLC	R230-RAIL/LRV MECHANICAL	1,696.35
4500013651	7/31/2017	Selective Transit Parts Inc	R220-RAIL/LRV TRUCKS	23,299.86
4500013652	7/31/2017	Sid Tool Co	G180-JANITORIAL SUPPLIES	2,475.00
4500013653	7/31/2017	Applied Industrial Technologies-CA	G170-LUBRICANTS	1,269.53
4500013654	7/31/2017	Sherwin Williams Company	P140-MAINTENANCE, HVAC	234.04
4500013655	7/31/2017	Siemens Industry Inc	R140-RAIL/LRV DOORS/RAMP	6,090.58
4500013656	8/1/2017	Transit Holdings Inc	B250-BUS REPAIR PARTS	1,265.25
4500013657	8/1/2017	FRS Environmental Inc	G130-SHOP TOOLS	490.00
4500013658	8/1/2017	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,806.35
4500013659	8/1/2017	Soco Group Inc	A120-AUTO/TRUCK GASOLINE	19,666.35
4500013660	8/1/2017	Transit Holdings Inc	B140-BUS CHASSIS	370.99
4500013661	8/1/2017	National Petroleum, Inc.	G140-SHOP SUPPLIES	1,169.84
4500013662	8/1/2017	Charlie Shoaf	P310-ADVERTISING SERVICES	825.00
4500013663	8/1/2017	ACCO Brands Corporation	G200-OFFICE SUPPLIES	670.00
4500013664	8/1/2017	Downtown San Diego Partnership	G250-NOVELTIES & AWARDS	1,200.00
4500013665	8/1/2017	Soco Group Inc	A120-AUTO/TRUCK GASOLINE	1,645.47
4500013666	8/1/2017	Municipal Information Technology	I110-INFORMATION TECH	160.00
4500013667	8/1/2017	Bryce Fastener	F180-BUILDING MATERIALS	128.00
4500013668	8/1/2017	Tri-Signal Integration Inc	P110-BLDG MAINTENANCE	1,119.98
4500013669	8/1/2017	Transit Holdings Inc	B130-BUS BODY	9,240.67
4500013670	8/1/2017	Tri-Signal Integration Inc	F110-SHOP/BLDG MACHINERY	457.63
4500013671	8/1/2017	Office Solutions	G200-OFFICE SUPPLIES	196.66
4500013672	8/1/2017	Cummins Pacific LLC	P190-REV VEHICLE REPAIRS	295.00
4500013673	8/1/2017	Kenneth Place	G130-SHOP TOOLS	1,217.47
4500013675	8/1/2017	Knorr Brake Company	R220-RAIL/LRV TRUCKS	7,360.05
4500013676	8/2/2017	Transit Holdings Inc	B160-BUS ELECTRICAL	1,083.13
4500013677	8/2/2017	Cummins Pacific LLC	B200-BUS PWR TRAIN EQUIP	3,106.77
4500013678	8/2/2017	Charter Industrial Supply Inc	B120-BUS MECHANICAL PARTS	920.39

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PO Number	PO Date	Name	Material Group	PO Value
4500013679	8/2/2017	Mohawk Mfg & Supply Co	B130-BUS BODY	1,213.97
4500013680	8/2/2017	Cummins-Allison	P130-EQUIP MAINT REPR SVC	269.45
4500013681	8/2/2017	BJ's Rentals	P160-EQUIPMENT RENTALS	533.42
4500013682	8/2/2017	Jankovich Company	G170-LUBRICANTS	2,933.49
4500013683	8/2/2017	Mohawk Mfg & Supply Co	B140-BUS CHASSIS	3,046.63
4500013684	8/2/2017	Culligan of San Diego	G140-SHOP SUPPLIES	897.60
4500013685	8/2/2017	Airgas Inc	G190-SAFETY/MED SUPPLIES	878.95
4500013686	8/2/2017	Applied Industrial Technologies-CA	G140-SHOP SUPPLIES	1,165.00
4500013687	8/2/2017	Transwest San Diego LLC	B200-BUS PWR TRAIN EQUIP	2,827.98
4500013688	8/2/2017	Waxie Sanitary Supply Inc	G180-JANITORIAL SUPPLIES	788.97
4500013689	8/2/2017	Kaman Industrial Technologies	B250-BUS REPAIR PARTS	2,700.00
4500013690	8/2/2017	Louis Sardo Upholstery Inc	B130-BUS BODY	1,285.73
4500013691	8/2/2017	Cubic Transportation Systems	B190-BUS FARE EQUIP	2,469.38
4500013692	8/2/2017	Prochem Specialty Products Inc	G180-JANITORIAL SUPPLIES	1,265.84
4500013693	8/2/2017	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,800.18
4500013694	8/2/2017	Transit Holdings Inc	B250-BUS REPAIR PARTS	539.33
4500013695	8/2/2017	Mcmaster-Carr Supply Co	B250-BUS REPAIR PARTS	228.00
4500013696	8/2/2017	San Diego Electric, Inc.	F110-SHOP/BLDG MACHINERY	177.79
4500013697	8/2/2017	Mcmaster-Carr Supply Co	F110-SHOP/BLDG MACHINERY	206.64
4500013698	8/2/2017	Cubic Transportation Systems	B190-BUS FARE EQUIP	1,616.25
4500013699	8/2/2017	AxleTech LLC	B140-BUS CHASSIS	8,787.57
4500013700	8/3/2017	Transit Holdings Inc	B140-BUS CHASSIS	25,681.05
4500013701	8/3/2017	Gillig LLC	B130-BUS BODY	13,919.50
4500013702	8/3/2017	Ninyo & Moore	C120-SPECIALTY CONTRACTOR	3,000.00
4500013703	8/3/2017	Aztec Shops, Ltd.	P160-EQUIPMENT RENTALS	516.00
4500013704	8/3/2017	Transit Holdings Inc	B250-BUS REPAIR PARTS	783.46
4500013705	8/3/2017	Acuity Specialty Products Inc	G180-JANITORIAL SUPPLIES	1,390.24
4500013706	8/3/2017	Staples Contract & Commercial Inc	G200-OFFICE SUPPLIES	363.07
4500013707	8/3/2017	General Information Systems Ltd	G120-SECURITY	477.00
4500013708	8/3/2017	San Diego Community College Distric	P310-ADVERTISING SERVICES	1,400.00
4500013709	8/3/2017	UC Regents	P310-ADVERTISING SERVICES	3,264.00
4500013710	8/3/2017	Alliant Insurance Services Inc	P370-RISK MANAGEMENT	103.25
4500013711	8/3/2017	Tacos & Gorditas para sus Fiestas	P440-CATERING SERVICES	2,280.00
4500013712	8/3/2017	On Center Software Inc	I140-IT CAPITAL SOFTWARE	500.00
4500013713	8/4/2017	R.S. Hughes Co Inc	G160-PAINTS & CHEMICALS	5,570.36
4500013714	8/4/2017	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,806.35
4500013715	8/4/2017	Agricultural Pest Control Svcs	P110-BLDG MAINTENANCE	630.00
4500013716	8/4/2017	711 Print Enterprises Inc	G120-SECURITY	1,679.83
4500013717	8/4/2017	Staples Contract & Commercial Inc	G200-OFFICE SUPPLIES	231.28
4500013718	8/4/2017	JKL Cleaning Systems	P130-EQUIP MAINT REPR SVC	305.77
4500013719	8/4/2017	Carlos Guzman Inc	G180-JANITORIAL SUPPLIES	1,730.47
4500013720	8/4/2017	BAME Renaissance Inc	P160-EQUIPMENT RENTALS	150.00
4500013721	8/4/2017	W.W. Grainger Inc	F110-SHOP/BLDG MACHINERY	295.26
4500013722	8/4/2017	Tribologik Corporation	G140-SHOP SUPPLIES	3,663.50
4500013723	8/4/2017	Industrial Maintenance Supply LLC	G150-FASTENERS	265.75
4500013724	8/4/2017	M Power Truck & Diesel Repair	P210-NON-REV VEH REPAIRS	402.48
4500013725	8/4/2017	Annex Automotive and	F120-BUS/LRV PAINT BOOTHS	13,360.29
4500013726	8/4/2017	Soco Group Inc	A120-AUTO/TRUCK GASOLINE	3,304.44
4500013727	8/4/2017	Siemens Industry Inc	R120-RAIL/LRV CAR BODY	28,374.89
4500013728	8/4/2017	Newark Corporation	G290-FARE REVENUE EQUIP	4,087.78
4500013729	8/4/2017	Home Depot USA Inc	G130-SHOP TOOLS	310.71
4500013730	8/4/2017	Office Solutions	G200-OFFICE SUPPLIES	349.70
4500013731	8/4/2017	Knorr Brake Company	R160-RAIL/LRV ELECTRICAL	31,707.41
4500013732	8/4/2017	Schunk Carbon Technology LLC	R220-RAIL/LRV TRUCKS	3,278.29
4500013733	8/4/2017	W.W. Grainger Inc	G140-SHOP SUPPLIES	73.14
4500013734	8/4/2017	Comfort Mechanical Inc	M180-STATION ELECTRICAL	987.00
4500013735	8/7/2017	Standard Bent Glass Corp	R120-RAIL/LRV CAR BODY	19,236.88
4500013736	8/7/2017	Kurt Morgan	G200-OFFICE SUPPLIES	534.46
4500013737	8/7/2017	Transwest San Diego LLC	B200-BUS PWR TRAIN EQUIP	3,275.60

Purchase Orders				
PO Number	PO Date	Name	Material Group	PO Value
4500013738	8/7/2017	Home Depot USA Inc	G220-OFFICE EQUIPMENT	18.27
4500013739	8/7/2017	Norman Industrial Materials	B250-BUS REPAIR PARTS	446.85
4500013740	8/7/2017	Ferguson Enterprises	F110-SHOP/BLDG MACHINERY	204.56
4500013741	8/7/2017	Gillig LLC	B250-BUS REPAIR PARTS	99.77
4500013742	8/7/2017	Home Depot USA Inc	F110-SHOP/BLDG MACHINERY	33.72
4500013743	8/7/2017	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,831.01
4500013744	8/7/2017	Transit Holdings Inc	B160-BUS ELECTRICAL	2,249.39
4500013745	8/7/2017	Merrimac Petroleum Inc	A120-AUTO/TRUCK GASOLINE	20,023.92
4500013746	8/7/2017	Western Pump Inc	F110-SHOP/BLDG MACHINERY	468.72
4500013747	8/7/2017	B & S Graphics Inc	B250-BUS REPAIR PARTS	930.96
4500013748	8/7/2017	Gillig LLC	B250-BUS REPAIR PARTS	75.53
4500013749	8/7/2017	JKL Cleaning Systems	F110-SHOP/BLDG MACHINERY	49.55
4500013750	8/7/2017	Transwest San Diego LLC	B200-BUS PWR TRAIN EQUIP	2,693.49
4500013751	8/7/2017	CDW LLC	I110-INFORMATION TECH	416.83
4500013752	8/7/2017	Soco Group Inc	G170-LUBRICANTS	571.36
4500013753	8/7/2017	W.W. Grainger Inc	I110-INFORMATION TECH	276.28
4500013754	8/7/2017	Automated Railroad Maint. Systems	I110-INFORMATION TECH	2,707.54
4500013755	8/7/2017	Mohawk Mfg & Supply Co	B140-BUS CHASSIS	2,875.30
4500013756	8/7/2017	Mohawk Mfg & Supply Co	B140-BUS CHASSIS	524.96
4500013757	8/7/2017	Grah Safe & Lock Inc	G290-FARE REVENUE EQUIP	194.00
4500013758	8/8/2017	Team One Repair Inc	G290-FARE REVENUE EQUIP	123.86
4500013759	8/8/2017	Transit Holdings Inc	P540-MAINTENANCE TRAINING	831.32
4500013760	8/8/2017	Sid Tool Co	P540-MAINTENANCE TRAINING	537.85
4500013761	8/8/2017	Mecatran SARL	I110-INFORMATION TECH	15,500.00
4500013762	8/8/2017	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,787.85
4500013763	8/8/2017	Transit Holdings Inc	B200-BUS PWR TRAIN EQUIP	2,154.88
4500013764	8/8/2017	W.W. Grainger Inc	F110-SHOP/BLDG MACHINERY	286.97
4500013765	8/8/2017	NS Corporation	F110-SHOP/BLDG MACHINERY	422.91
4500013766	8/8/2017	Mcmaster-Carr Supply Co	P190-REV VEHICLE REPAIRS	24.96
4500013767	8/8/2017	Norman Industrial Materials	B250-BUS REPAIR PARTS	594.06
4500013768	8/8/2017	Gillig LLC	B250-BUS REPAIR PARTS	191.83
4500013770	8/8/2017	Controlled Motion Solutions Inc	R220-RAIL/LRV TRUCKS	911.57
4500013771	8/8/2017	Cummins Pacific LLC	B200-BUS PWR TRAIN EQUIP	44.49
4500013772	8/8/2017	Comfort Mechanical Inc	M160-SUMP PUMP STATIONS	997.00
4500013773	8/8/2017	Mohawk Mfg & Supply Co	B140-BUS CHASSIS	527.29
4500013774	8/8/2017	Mohawk Mfg & Supply Co	B140-BUS CHASSIS	1,832.83
4500013775	8/8/2017	IPC (USA), Inc.	A120-AUTO/TRUCK GASOLINE	19,845.14
4500013776	8/8/2017	Steven Timme	C140-CONSTRUCTION MGT SRV	2,389.50
4500013777	8/8/2017	JP Morgan Chase Bank	G200-OFFICE SUPPLIES	269.38
4500013778	8/8/2017	Robcar Corporation	G110-BUS/TROLLEY SIGNAGE	1,515.50
4500013779	8/8/2017	SiteOne Landscape Supply Holding	F190-LANDSCAPING MAT'LS	200.64
4500013780	8/8/2017	Kenneth Place	F190-LANDSCAPING MAT'LS	1,697.89
4500013781	8/8/2017	Home Depot USA Inc	F190-LANDSCAPING MAT'LS	403.58
4500013782	8/8/2017	Cummins Pacific LLC	P190-REV VEHICLE REPAIRS	1,131.38
4500013783	8/8/2017	Anderson & Brabant, Inc.	P550-REAL ESTATE	3,500.00
4500013784	8/8/2017	Home Depot USA Inc	G160-PAINTS & CHEMICALS	619.23
4500013785	8/8/2017	Vallen Distribution Inc.	G120-SECURITY	1,101.73
4500013786	8/8/2017	Airgas Inc	G140-SHOP SUPPLIES	3,010.43
4500013787	8/9/2017	CDW LLC	I110-INFORMATION TECH	690.33
4500013788	8/9/2017	Steven Timme	G110-BUS/TROLLEY SIGNAGE	1,168.02
4500013789	8/9/2017	Cardiac Science Corporation	G190-SAFETY/MED SUPPLIES	64.00
4500013790	8/9/2017	Knorr Brake Company	R220-RAIL/LRV TRUCKS	7,169.33
4500013792	8/9/2017	Ansaldo Sts Usa Inc	M150-PWR SWITCHES/LOCKS	2,063.07
4500013793	8/9/2017	California Sheet Metal Works	R160-RAIL/LRV ELECTRICAL	1,268.35
4500013794	8/9/2017	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,818.68
4500013795	8/9/2017	Allied Refrigeration Inc	R170-RAIL/LRV HVAC	413.63
4500013797	8/9/2017	Eran Hason	P120-BLDG/FACILITY REPRS	65.00
4500013798	8/9/2017	West-Lite Supply Co Inc	G270-ELECTRICAL/LIGHTING	345.88
4500013799	8/9/2017	Carlson & Beauloye Machine Shop	R240-RAIL/LRV REPR PARTS	1,520.00

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PO Number	PO Date	Name	Material Group	PO Value
4500013800	8/9/2017	Winchester Industries Inc	P130-EQUIP MAINT REPR SVC	144.00
4500013801	8/9/2017	Sid Tool Co	G130-SHOP TOOLS	115.57
4500013802	8/9/2017	Team One Repair Inc	G290-FARE REVENUE EQUIP	476.66
4500013803	8/9/2017	Prudential Overall Supply	G180-JANITORIAL SUPPLIES	5,139.00
4500013804	8/9/2017	Applied Industrial Technologies-CA	G170-LUBRICANTS	1,252.96
4500013805	8/10/2017	JKL Cleaning Systems	F110-SHOP/BLDG MACHINERY	38.74
4500013806	8/10/2017	Cummins Pacific LLC	P190-REV VEHICLE REPAIRS	1,136.63
4500013807	8/10/2017	Cummins Pacific LLC	B200-BUS PWR TRAIN EQUIP	39,508.30
4500013808	8/10/2017	Transit Holdings Inc	B160-BUS ELECTRICAL	202.47
4500013809	8/10/2017	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,818.68
4500013810	8/10/2017	Transit Holdings Inc	B250-BUS REPAIR PARTS	1,420.01
4500013811	8/10/2017	Staples Contract & Commercial Inc	G200-OFFICE SUPPLIES	365.05
4500013812	8/10/2017	Body Beautiful Car Wash Inc	P210-NON-REV VEH REPAIRS	2,800.00
4500013813	8/10/2017	W.W. Grainger Inc	B250-BUS REPAIR PARTS	417.61
4500013814	8/10/2017	Gillig LLC	B250-BUS REPAIR PARTS	890.70
4500013815	8/10/2017	Cummins Pacific LLC	B250-BUS REPAIR PARTS	2,532.47
4500013816	8/10/2017	M Power Truck & Diesel Repair	P210-NON-REV VEH REPAIRS	1,036.43
4500013817	8/10/2017	All The King's Flags	G250-NOVELTIES & AWARDS	292.34
4500013818	8/10/2017	Parker Hannifin Corp	P130-EQUIP MAINT REPR SVC	1,400.00
4500013819	8/10/2017	Controlled Motion Solutions Inc	P130-EQUIP MAINT REPR SVC	1,066.73
4500013820	8/10/2017	Sid Tool Co	G150-FASTENERS	389.63
4500013821	8/10/2017	Knorr Brake Company	R220-RAIL/LRV TRUCKS	459.96
4500013822	8/10/2017	General Auto Repair	P210-NON-REV VEH REPAIRS	791.94
4500013823	8/10/2017	Reid and Clark Screen Arts Co	P190-REV VEHICLE REPAIRS	376.59
4500013824	8/11/2017	Home Depot USA Inc	G140-SHOP SUPPLIES	998.08
4500013825	8/11/2017	Soco Group Inc	A120-AUTO/TRUCK GASOLINE	3,329.10
4500013826	8/11/2017	Mission Linen Supply	G240-UNIFORM PROCUREMENT	1,746.85
4500013827	8/11/2017	Naylor, LLC	P310-ADVERTISING SERVICES	219.50
4500013828	8/11/2017	Steven Timme	G110-BUS/TROLLEY SIGNAGE	144.99
4500013829	8/11/2017	Steven Timme	G110-BUS/TROLLEY SIGNAGE	935.88
4500013830	8/11/2017	Brown & Bigelow Inc	G240-UNIFORM PROCUREMENT	2,705.88
4500013831	8/11/2017	Geoffrey Turchin	P310-ADVERTISING SERVICES	990.00
4500013832	8/11/2017	Gillig LLC	B140-BUS CHASSIS	852.54
4500013833	8/11/2017	Brault Inc	I110-INFORMATION TECH	47,292.86
4500013835	8/11/2017	Soco Group Inc	A120-AUTO/TRUCK GASOLINE	20,023.92
4500013836	8/11/2017	Shilpark Paint Corp.	G160-PAINTS & CHEMICALS	1,058.55
4500013837	8/11/2017	Smart Car Care Products Inc	R240-RAIL/LRV REPR PARTS	546.15
4500013838	8/11/2017	Thompson Building Materials	R230-RAIL/LRV MECHANICAL	2,663.96
4500013839	8/12/2017	Communications Usa Inc	P210-NON-REV VEH REPAIRS	1,806.96
4500013840	8/12/2017	M Power Truck & Diesel Repair	P210-NON-REV VEH REPAIRS	2,083.45
4500013841	8/12/2017	General Auto Repair	P210-NON-REV VEH REPAIRS	245.00
4500013842	8/12/2017	Comfort Mechanical Inc	M180-STATION ELECTRICAL	987.00
4500013843	8/12/2017	West End Holdings Inc	P260-TESTING & ANALYSIS	75.00
4500013844	8/12/2017	Kld Labs Inc	P130-EQUIP MAINT REPR SVC	15,232.00
4500013845	8/12/2017	Airgas Refrigerants Inc	R170-RAIL/LRV HVAC	161.60
4500013846	8/12/2017	Kent Global Systems Inc	G180-JANITORIAL SUPPLIES	279.38
4500013847	8/12/2017	Kaman Industrial Technologies	G140-SHOP SUPPLIES	552.48
4500013848	8/14/2017	Mohawk Mfg & Supply Co	B140-BUS CHASSIS	1,527.36
4500013849	8/14/2017	Battery Power Inc.	B160-BUS ELECTRICAL	28,006.95
4500013850	8/14/2017	Cummins Pacific LLC	P190-REV VEHICLE REPAIRS	1,902.17
4500013851	8/14/2017	Cummins Pacific LLC	F110-SHOP/BLDG MACHINERY	4,147.18
4500013852	8/14/2017	Buswest LLC	B200-BUS PWR TRAIN EQUIP	116.37
4500013853	8/14/2017	Cummins Pacific LLC	B200-BUS PWR TRAIN EQUIP	4,196.95
4500013854	8/14/2017	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,800.18
4500013855	8/14/2017	Waxie Sanitary Supply Inc	G180-JANITORIAL SUPPLIES	5,887.20
4500013856	8/14/2017	Louis Sardo Upholstery Inc	B130-BUS BODY	3,498.38
4500013857	8/14/2017	Dartco Transmission	G130-SHOP TOOLS	1,072.55
4500013858	8/14/2017	Transit Holdings Inc	B250-BUS REPAIR PARTS	140.42
4500013859	8/14/2017	Gillig LLC	B250-BUS REPAIR PARTS	90.57

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PO Number	PO Date	Name	Material Group	PO Value
4500013860	8/14/2017	Transit Holdings Inc	B250-BUS REPAIR PARTS	1,149.79
4500013861	8/14/2017	E W Truck & Equipment Co Inc	F110-SHOP/BLDG MACHINERY	123.91
4500013863	8/14/2017	Battery Systems Inc	F110-SHOP/BLDG MACHINERY	926.44
4500013864	8/14/2017	3D Art Expo LLC	P310-ADVERTISING SERVICES	5,400.00
4500013865	8/14/2017	Cummins Pacific LLC	B250-BUS REPAIR PARTS	170.50
4500013866	8/14/2017	Prochem Specialty Products Inc	G180-JANITORIAL SUPPLIES	2,531.68
4500013869	8/14/2017	Elite Products Group, Inc.	C130-CONSTRUCTION SVCS	56,003.07
4500013870	8/14/2017	Smart Car Care Products Inc	R240-RAIL/LRV REPR PARTS	236.94
4500013871	8/14/2017	FinishMaster Inc	F120-BUS/LRV PAINT BOOTHS	13,433.40
4500013872	8/14/2017	Annex Automotive and	F120-BUS/LRV PAINT BOOTHS	14,233.54
4500013873	8/15/2017	Capital One National Association	G200-OFFICE SUPPLIES	1,565.27
4500013874	8/15/2017	W.W. Grainger Inc	G140-SHOP SUPPLIES	1,039.17
4500013875	8/15/2017	Transit Products and Services	B250-BUS REPAIR PARTS	1,493.00
4500013876	8/15/2017	Schunk Carbon Technology LLC	R190-RAIL/LRV PANTOGRAPH	623.88
4500013877	8/15/2017	Transit Holdings Inc	B130-BUS BODY	3,335.14
4500013878	8/15/2017	Team One Repair Inc	G290-FARE REVENUE EQUIP	13,978.26
4500013879	8/15/2017	Transit Holdings Inc	B250-BUS REPAIR PARTS	125.42
4500013880	8/15/2017	TK Services Inc	B250-BUS REPAIR PARTS	1,052.79
4500013881	8/15/2017	Mission Janitorial Supplies	G180-JANITORIAL SUPPLIES	1,705.77
4500013882	8/15/2017	Professional Contractors Supplies	G140-SHOP SUPPLIES	886.06
4500013883	8/15/2017	Jeyco Products Inc	G150-FASTENERS	147.96
4500013884	8/15/2017	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,800.18
4500013885	8/15/2017	HI-TEC Enterprises	R120-RAIL/LRV CAR BODY	2,186.41
4500013886	8/15/2017	TK Services Inc	B250-BUS REPAIR PARTS	534.95
4500013887	8/15/2017	Siemens Industry Inc	R120-RAIL/LRV CAR BODY	1,422.30
4500013888	8/15/2017	CASEI	F110-SHOP/BLDG MACHINERY	206.88
4500013889	8/15/2017	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,547.42
4500013890	8/15/2017	Shilpark Paint Corp.	G160-PAINTS & CHEMICALS	97.09
4500013891	8/15/2017	Reid and Clark Screen Arts Co	P210-NON-REV VEH REPAIRS	230.16
4500013892	8/15/2017	Transit Holdings Inc	B200-BUS PWR TRAIN EQUIP	228.53
4500013893	8/15/2017	M Power Truck & Diesel Repair	P210-NON-REV VEH REPAIRS	1,700.71
4500013894	8/15/2017	Praxair Distribution Inc.	T110-TRACK, RAIL	311.50
4500013895	8/15/2017	Airgas Inc	G190-SAFETY/MED SUPPLIES	848.02
4500013896	8/15/2017	Raphael's Party Rentals Inc	P440-CATERING SERVICES	788.97
4500013897	8/15/2017	Chromate Industrial Corporation	G150-FASTENERS	3,071.09
4500013898	8/16/2017	Sherwin Williams Company	B250-BUS REPAIR PARTS	2,885.75
4500013899	8/16/2017	Gillig LLC	B250-BUS REPAIR PARTS	57.54
4500013900	8/16/2017	Transit Holdings Inc	B250-BUS REPAIR PARTS	1,135.59
4500013901	8/16/2017	Staples Contract & Commercial Inc	G200-OFFICE SUPPLIES	260.88
4500013902	8/16/2017	Jeyco Products Inc	G150-FASTENERS	170.23
4500013903	8/16/2017	Transit Holdings Inc	B250-BUS REPAIR PARTS	146.84
4500013904	8/16/2017	W.W. Grainger Inc	F110-SHOP/BLDG MACHINERY	94.10
4500013905	8/16/2017	Charter Industrial Supply Inc	P110-BLDG MAINTENANCE	504.44
4500013906	8/16/2017	TK Services Inc	B200-BUS PWR TRAIN EQUIP	476.48
4500013907	8/16/2017	Transit Holdings Inc	B130-BUS BODY	1,536.97
4500013908	8/16/2017	Home Depot USA Inc	G110-BUS/TROLLEY SIGNAGE	69.46
4500013909	8/16/2017	Daniels Tire Service	A110-AUTO/TRUCK TIRES	403.02
4500013910	8/16/2017	Kaman Industrial Technologies	B120-BUS MECHANICAL PARTS	2,123.39
4500013911	8/16/2017	Verdugo Testing Co Inc	F200-TANK EQUIPMENT	48.73
4500013912	8/16/2017	CASEI	F110-SHOP/BLDG MACHINERY	331.87
4500013913	8/16/2017	Knorr Brake Company	P190-REV VEHICLE REPAIRS	10,154.36
4500013914	8/17/2017	Soco Group Inc	A120-AUTO/TRUCK GASOLINE	19,398.17
4500013915	8/17/2017	Transit Holdings Inc	B120-BUS MECHANICAL PARTS	2,867.23
4500013916	8/17/2017	Pressnet Express Inc	G230-PRINTED MATERIALS	344.80
4500013917	8/17/2017	Pressnet Express Inc	G230-PRINTED MATERIALS	748.86
4500013918	8/17/2017	Dimensional Silk Screen Inc	G110-BUS/TROLLEY SIGNAGE	273.69
4500013919	8/17/2017	Eran Hason	P120-BLDG/FACILITY REPRS	160.08
4500013920	8/17/2017	Home Depot USA Inc	F220-BENCHES, BUS	107.43
4500013921	8/17/2017	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,781.69

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4500013922	8/17/2017	Southern Counties Lubricants LLC	G170-LUBRICANTS	5,689.20
4500013923	8/17/2017	Ferguson Enterprises	F110-SHOP/BLDG MACHINERY	560.97
4500013924	8/18/2017	Capital One National Association	G200-OFFICE SUPPLIES	258.50
4500013925	8/18/2017	Ed Hanson's Muffler Service	B250-BUS REPAIR PARTS	220.49
4500013926	8/18/2017	Harbor Diesel & Equipment	B250-BUS REPAIR PARTS	3,103.93
4500013927	8/18/2017	Cummins Pacific LLC	B250-BUS REPAIR PARTS	2,532.47
4500013928	8/18/2017	Wesco Distribution Inc	F110-SHOP/BLDG MACHINERY	89.74
4500013929	8/18/2017	Citywide Auto Glass Inc	B250-BUS REPAIR PARTS	387.90
4500013930	8/18/2017	Cummins Pacific LLC	P190-REV VEHICLE REPAIRS	580.30
4500013931	8/18/2017	W.W. Grainger Inc	F110-SHOP/BLDG MACHINERY	246.05
4500013932	8/18/2017	Gillig LLC	B250-BUS REPAIR PARTS	81.61
4500013933	8/18/2017	South County Economic Development	P310-ADVERTISING SERVICES	350.00
4500013934	8/18/2017	Norman Industrial Materials	B250-BUS REPAIR PARTS	513.03
4500013935	8/18/2017	Soco Group Inc	A120-AUTO/TRUCK GASOLINE	3,181.14
4500013936	8/18/2017	Kaman Industrial Technologies	B250-BUS REPAIR PARTS	330.18
4500013937	8/18/2017	Home Depot USA Inc	F110-SHOP/BLDG MACHINERY	28.87
4500013938	8/18/2017	Kurt Morgan	G140-SHOP SUPPLIES	132.19
4500013939	8/18/2017	GETGO Inc.	I110-INFORMATION TECH	2,298.24
4500013940	8/18/2017	Translation & Simultaneous	P310-ADVERTISING SERVICES	3,405.60
4500013941	8/18/2017	M Power Truck & Diesel Repair	P210-NON-REV VEH REPAIRS	1,694.73
4500013942	8/18/2017	Cummins-Allison	G290-FARE REVENUE EQUIP	241.95
4500013943	8/18/2017	Office Solutions	G200-OFFICE SUPPLIES	96.24
4500013944	8/18/2017	California Sheet Metal Works	R160-RAIL/LRV ELECTRICAL	713.44
4500013945	8/18/2017	Transit Holdings Inc	B250-BUS REPAIR PARTS	45.45
4500013946	8/18/2017	Harbor Diesel & Equipment	B250-BUS REPAIR PARTS	126.65
4500013947	8/18/2017	Waxie Sanitary Supply Inc	G180-JANITORIAL SUPPLIES	103.05
4500013948	8/18/2017	BCP Systems Inc	G290-FARE REVENUE EQUIP	388.05
4500013949	8/18/2017	Golden State Supply LLC	G180-JANITORIAL SUPPLIES	11.29
4500013950	8/18/2017	Global Power Group Inc	G180-JANITORIAL SUPPLIES	1,795.12
4500013951	8/18/2017	ABC Construction Co., Inc.	P120-BLDG/FACILITY REPRS	12,734.77
4500013952	8/21/2017	Knorr Brake Company	R160-RAIL/LRV ELECTRICAL	31,707.41
4500013953	8/21/2017	Audio Visual Innovations, Inc.	I110-INFORMATION TECH	210.00
4500013954	8/21/2017	Transit Holdings Inc	B200-BUS PWR TRAIN EQUIP	42,080.65
4500013955	8/21/2017	CDW LLC	I110-INFORMATION TECH	280.11
4500013956	8/21/2017	Team One Repair Inc	G290-FARE REVENUE EQUIP	1,655.55
4500013957	8/21/2017	Nth Generation Computing Inc	I140-IT CAPITAL SOFTWARE	2,032.00
4500013958	8/21/2017	San Diego Union Tribune LLC	G230-PRINTED MATERIALS	539.27
4500013959	8/21/2017	Telliard Construction	F110-SHOP/BLDG MACHINERY	990.00
4500013960	8/21/2017	Kaman Industrial Technologies	G140-SHOP SUPPLIES	34.38
4500013961	8/21/2017	Mission Janitorial Supplies	G180-JANITORIAL SUPPLIES	454.96
4500013962	8/21/2017	Steven Timme	G230-PRINTED MATERIALS	2,050.45
4500013963	8/21/2017	Home Depot USA Inc	G180-JANITORIAL SUPPLIES	576.32
4500013964	8/21/2017	West End Holdings Inc	P260-TESTING & ANALYSIS	840.00
4500013965	8/21/2017	TK Services Inc	B250-BUS REPAIR PARTS	594.99
4500013967	8/21/2017	Apollo Video Technology	C110-GENERAL CONTRACTORS	2,999.99
4500013968	8/21/2017	Dartco Transmission	B200-BUS PWR TRAIN EQUIP	7,650.25
4500013969	8/21/2017	S&A Systems Inc	B250-BUS REPAIR PARTS	1,653.97
4500013970	8/21/2017	Transit Holdings Inc	B250-BUS REPAIR PARTS	127.12
4500013971	8/21/2017	W.W. Grainger Inc	F110-SHOP/BLDG MACHINERY	42.37
4500013972	8/21/2017	I/O Controls Corporation	B250-BUS REPAIR PARTS	1,136.00
4500013973	8/21/2017	CDW LLC	I110-INFORMATION TECH	2,605.99
4500013974	8/21/2017	Transit Holdings Inc	B140-BUS CHASSIS	947.13
4500013975	8/21/2017	Tacos & Gorditas para sus Fiestas	P440-CATERING SERVICES	6,160.00
4500013976	8/22/2017	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,781.69
4500013977	8/22/2017	Gillig LLC	B250-BUS REPAIR PARTS	686.32
4500013978	8/22/2017	BriceHouse Station LLC	P310-ADVERTISING SERVICES	11,500.00
4500013979	8/22/2017	Romaine Electric Corporation	B160-BUS ELECTRICAL	6,615.96
4500013980	8/22/2017	Green Pearle International Inc	G230-PRINTED MATERIALS	3,291.31
4500013981	8/22/2017	Kenneth Place	F190-LANDSCAPING MAT'LS	1,012.62

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PO Number	PO Date	Name	Material Group	PO Value
4500013982	8/22/2017	Reid and Clark Screen Arts Co	G110-BUS/TROLLEY SIGNAGE	783.88
4500013983	8/22/2017	The Gordian Group, Inc.	P120-BLDG/FACILITY REPRS	342.17
4500013984	8/22/2017	M Power Truck & Diesel Repair	P210-NON-REV VEH REPAIRS	1,846.41
4500013985	8/22/2017	Mission Janitorial Supplies	G180-JANITORIAL SUPPLIES	120.04
4500013986	8/22/2017	Madden Construction Inc	P280-GENERAL SVC AGRMNTS	998.00
4500013987	8/22/2017	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,787.85
4500013988	8/22/2017	Kaman Industrial Technologies	B120-BUS MECHANICAL PARTS	2,472.34
4500013989	8/22/2017	Kaman Industrial Technologies	P210-NON-REV VEH REPAIRS	48.43
4500013990	8/22/2017	E W Truck & Equipment Co Inc	B120-BUS MECHANICAL PARTS	579.06
4500013991	8/22/2017	Reid and Clark Screen Arts Co	P210-NON-REV VEH REPAIRS	72.41
4500013992	8/22/2017	Cummins Pacific LLC	B200-BUS PWR TRAIN EQUIP	30,461.12
4500013993	8/22/2017	Daniels Tire Service	P210-NON-REV VEH REPAIRS	157.72
4500013994	8/22/2017	Mission Janitorial Supplies	G180-JANITORIAL SUPPLIES	632.07
4500013995	8/22/2017	Professional Contractors Supplies	G160-PAINTS & CHEMICALS	1,097.44
4500013996	8/22/2017	Sid Tool Co	G130-SHOP TOOLS	7.37
4500013998	8/22/2017	Transwest San Diego LLC	B200-BUS PWR TRAIN EQUIP	199.86
4500013999	8/22/2017	CBRE, Inc.	P280-GENERAL SVC AGRMNTS	871.26
4500014000	8/22/2017	Wesco Distribution Inc	G270-ELECTRICAL/LIGHTING	311.58
4500014001	8/22/2017	ERA-Contact USA LLC	R130-RAIL/LRV COUPLER	662.67
4500014002	8/22/2017	Siemens Industry Inc	R160-RAIL/LRV ELECTRICAL	49,572.58
4500014003	8/22/2017	Merrimac Petroleum Inc	A120-AUTO/TRUCK GASOLINE	19,343.64
4500014004	8/22/2017	W.W. Grainger Inc	B250-BUS REPAIR PARTS	176.18
4500014005	8/22/2017	Charter Industrial Supply Inc	F110-SHOP/BLDG MACHINERY	279.56
4500014006	8/22/2017	Home Depot USA Inc	G180-JANITORIAL SUPPLIES	1,182.63
4500014007	8/22/2017	Transit Holdings Inc	B250-BUS REPAIR PARTS	2,087.00
4500014008	8/22/2017	General Auto Repair	A140-AUTO/TRUCK REPAIR	594.44
4500014009	8/22/2017	W.W. Grainger Inc	B250-BUS REPAIR PARTS	139.30
4500014010	8/22/2017	San Diego Community College Distric	P540-MAINTENANCE TRAINING	1,030.10
4500014011	8/22/2017	Mohawk Mfg & Supply Co	B140-BUS CHASSIS	299.25
4500014012	8/22/2017	PrideStaff Inc	C110-GENERAL CONTRACTORS	14,067.20
4500014014	8/22/2017	Neleco Products Inc	G170-LUBRICANTS	25,278.15
4500014015	8/22/2017	Gillig LLC	B130-BUS BODY	2,007.18
4500014017	8/22/2017	Siemens Industry Inc	R220-RAIL/LRV TRUCKS	2,659.70
4500014018	8/22/2017	Magnetic Ticket & Label Corp	G280-FARE MATERIALS	29,814.34
4500014019	8/23/2017	Sportworks Northwest Inc	B130-BUS BODY	100.12
4500014020	8/23/2017	Kidde Technologies Inc	B200-BUS PWR TRAIN EQUIP	7,289.81
4500014021	8/23/2017	Golden Star Technology Inc	I110-INFORMATION TECH	14,547.50
4500014022	8/23/2017	Dell Marketing L.P.	I110-INFORMATION TECH	3,385.84
4500014023	8/23/2017	State of California	P180-LEASES, OTHER	3,500.00
4500014024	8/23/2017	Airgas Refrigerants Inc	G140-SHOP SUPPLIES	3,107.25
4500014025	8/23/2017	W.W. Grainger Inc	G140-SHOP SUPPLIES	1,395.74
4500014026	8/23/2017	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,794.02
4500014027	8/23/2017	Transit Holdings Inc	B200-BUS PWR TRAIN EQUIP	1,515.41
4500014028	8/23/2017	Citywide Auto Glass Inc	R120-RAIL/LRV CAR BODY	570.65
4500014029	8/23/2017	Transit Holdings Inc	B140-BUS CHASSIS	1,279.34
4500014030	8/23/2017	Transit Holdings Inc	B160-BUS ELECTRICAL	445.36
4500014031	8/23/2017	Charter Industrial Supply Inc	B120-BUS MECHANICAL PARTS	271.13
4500014032	8/23/2017	Office Solutions	G200-OFFICE SUPPLIES	128.96
4500014033	8/23/2017	R.S. Hughes Co Inc	G160-PAINTS & CHEMICALS	1,536.99
4500014034	8/23/2017	Jeyco Products Inc	B130-BUS BODY	822.36
4500014035	8/23/2017	West-Lite Supply Co Inc	M200-YARD FACILITIES	98.40
4500014036	8/23/2017	Willy's Electronic Supply Co	G130-SHOP TOOLS	261.36
4500014037	8/23/2017	Daniels Tire Service	A110-AUTO/TRUCK TIRES	401.40
4500014038	8/23/2017	Mouser Electronics Inc	B250-BUS REPAIR PARTS	143.74
4500014039	8/23/2017	West End Holdings Inc	P260-TESTING & ANALYSIS	450.00
4500014040	8/23/2017	Chromate Industrial Corporation	R180-RAIL/LRV LIGHTING	94.43
4500014041	8/23/2017	Transwest San Diego LLC	B120-BUS MECHANICAL PARTS	884.64
4500014042	8/23/2017	W.W. Grainger Inc	F110-SHOP/BLDG MACHINERY	286.97
4500014043	8/23/2017	Knorr Brake Company	R160-RAIL/LRV ELECTRICAL	1,123.24

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PO Number	PO Date	Name	Material Group	PO Value
4500014044	8/23/2017	OneSource Distributors, LLC	R160-RAIL/LRV ELECTRICAL	900.79
4500014045	8/23/2017	Gillig LLC	B250-BUS REPAIR PARTS	124.76
4500014046	8/23/2017	ASPEQ Heating Group LLC	R120-RAIL/LRV CAR BODY	20,257.00
4500014047	8/23/2017	Allied Refrigeration Inc	B250-BUS REPAIR PARTS	68.02
4500014048	8/23/2017	BCP Systems Inc	G290-FARE REVENUE EQUIP	3,092.43
4500014049	8/23/2017	Flyers Energy LLC	G170-LUBRICANTS	3,042.13
4500014050	8/23/2017	Sid Tool Co	G180-JANITORIAL SUPPLIES	93.67
4500014051	8/24/2017	Charter Industrial Supply Inc	P110-BLDG MAINTENANCE	194.81
4500014052	8/24/2017	Vern Rose Inc	G140-SHOP SUPPLIES	430.55
4500014053	8/24/2017	Transit Holdings Inc	B250-BUS REPAIR PARTS	215.55
4500014054	8/24/2017	Freeby Signs	B250-BUS REPAIR PARTS	344.26
4500014055	8/24/2017	Gillig LLC	B250-BUS REPAIR PARTS	290.32
4500014056	8/24/2017	Grah Safe & Lock Inc	F110-SHOP/BLDG MACHINERY	958.98
4500014057	8/24/2017	San Diego Community College Distric	P540-MAINTENANCE TRAINING	720.00
4500014058	8/24/2017	W.W. Grainger Inc	F110-SHOP/BLDG MACHINERY	60.17
4500014059	8/24/2017	Transit Holdings Inc	B250-BUS REPAIR PARTS	47.17
4500014060	8/24/2017	Gillig LLC	B160-BUS ELECTRICAL	1,667.00
4500014061	8/24/2017	Mcmaster-Carr Supply Co	P120-BLDG/FACILITY REPRS	36.48
4500014062	8/24/2017	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,812.51
4500014063	8/24/2017	CDW LLC	I110-INFORMATION TECH	381.90
4500014064	8/24/2017	Hani Toma	P130-EQUIP MAINT REPR SVC	85.00
4500014065	8/24/2017	Pembrook Inc	I120-INFO TECH, SVCS	1,710.00
4500014066	8/24/2017	Transit Holdings Inc	R180-RAIL/LRV LIGHTING	1,797.53
4500014067	8/24/2017	Westair Gases & Equipment Inc	P280-GENERAL SVC AGRMNTS	1,077.92
4500014068	8/25/2017	Transit Holdings Inc	B140-BUS CHASSIS	2,572.85
4500014069	8/25/2017	Staples Contract & Commercial Inc	G140-SHOP SUPPLIES	242.41
4500014070	8/25/2017	Citywide Auto Glass Inc	A110-AUTO/TRUCK TIRES	456.60
4500014071	8/25/2017	Transtechnik Corp USA	R160-RAIL/LRV ELECTRICAL	18,351.30
4500014072	8/25/2017	Konecranes Inc	P130-EQUIP MAINT REPR SVC	2,529.30
4500014073	8/25/2017	JKL Cleaning Systems	P210-NON-REV VEH REPAIRS	1,683.64
4500014074	8/25/2017	NMS Management Inc	P280-GENERAL SVC AGRMNTS	63.26
4500014075	8/25/2017	Brian Pusey	F110-SHOP/BLDG MACHINERY	384.00
4500014076	8/25/2017	Brian Pusey	F110-SHOP/BLDG MACHINERY	384.00
4500014077	8/25/2017	San Diego Pump, Inc.	F110-SHOP/BLDG MACHINERY	1,551.60
4500014078	8/25/2017	Luminator Mass Transit, LLC	B250-BUS REPAIR PARTS	601.25
4500014079	8/25/2017	Siemens Industry Inc	R160-RAIL/LRV ELECTRICAL	40,443.97
4500014080	8/25/2017	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,812.51
4500014081	8/25/2017	Soco Group Inc	A120-AUTO/TRUCK GASOLINE	1,664.55
4500014082	8/25/2017	Office Solutions	G200-OFFICE SUPPLIES	619.61
4500014083	8/25/2017	BJ's Rentals	F170-MATL HANDLING EQUIP	1,287.57
4500014084	8/25/2017	AWRC Inc	P280-GENERAL SVC AGRMNTS	2,200.00
4500014085	8/25/2017	Charter Industrial Supply Inc	R220-RAIL/LRV TRUCKS	2,325.85
4500014086	8/25/2017	Home Depot USA Inc	F180-BUILDING MATERIALS	102.25
4500014087	8/25/2017	Waxie Sanitary Supply Inc	G140-SHOP SUPPLIES	1,015.61
4500014088	8/28/2017	Willy's Electronic Supply Co	B160-BUS ELECTRICAL	992.38
4500014089	8/28/2017	Kaman Industrial Technologies	B120-BUS MECHANICAL PARTS	3,969.90
4500014090	8/28/2017	W.W. Grainger Inc	I110-INFORMATION TECH	330.99
4500014091	8/28/2017	Stotz Equipment	P210-NON-REV VEH REPAIRS	823.60
4500014092	8/28/2017	Robcar Corporation	F180-BUILDING MATERIALS	167.89
4500014093	8/28/2017	Madden Construction Inc	P280-GENERAL SVC AGRMNTS	996.00
4500014094	8/28/2017	Comfort Mechanical Inc	M180-STATION ELECTRICAL	987.00
4500014095	8/28/2017	Ron Baker Chevrolet	P210-NON-REV VEH REPAIRS	1,865.73
4500014096	8/28/2017	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,843.34
4500014097	8/28/2017	Cummins Pacific LLC	B250-BUS REPAIR PARTS	2,543.20
4500014098	8/28/2017	Waxie Sanitary Supply Inc	G140-SHOP SUPPLIES	754.67
4500014099	8/28/2017	R.S. Hughes Co Inc	G140-SHOP SUPPLIES	2,163.44
4500014100	8/28/2017	Soco Group Inc	A120-AUTO/TRUCK GASOLINE	1,701.54
4500014101	8/28/2017	Western Pump Inc	G140-SHOP SUPPLIES	870.62
4500014102	8/28/2017	Gillig LLC	G170-LUBRICANTS	34.51

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PO Number	PO Date	Name	Material Group	PO Value
4500014103	8/28/2017	Mcmaster-Carr Supply Co	F110-SHOP/BLDG MACHINERY	198.26
4500014104	8/28/2017	Asbury Environmental Services	B200-BUS PWR TRAIN EQUIP	2,963.13
4500014105	8/28/2017	Kaman Industrial Technologies	B250-BUS REPAIR PARTS	308.64
4500014106	8/28/2017	Staples Contract & Commercial Inc	G200-OFFICE SUPPLIES	3,334.97
4500014107	8/28/2017	Culligan of San Diego	G140-SHOP SUPPLIES	3,264.00
4500014108	8/28/2017	Freeby Signs	B250-BUS REPAIR PARTS	739.18
4500014109	8/28/2017	El Tigre Enterprise Inc	P440-CATERING SERVICES	1,500.00
4500014110	8/28/2017	Kaman Industrial Technologies	P190-REV VEHICLE REPAIRS	357.23
4500014111	8/29/2017	Western Pump Inc	F110-SHOP/BLDG MACHINERY	550.49
4500014112	8/29/2017	Soco Group Inc	G170-LUBRICANTS	1,142.72
4500014113	8/29/2017	Merrimac Petroleum Inc	A120-AUTO/TRUCK GASOLINE	19,857.65
4500014116	8/29/2017	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,843.34
4500014117	8/29/2017	W.W. Grainger Inc	F110-SHOP/BLDG MACHINERY	107.29
4500014118	8/29/2017	Transit Holdings Inc	B250-BUS REPAIR PARTS	962.53
4500014119	8/29/2017	Mcmaster-Carr Supply Co	G130-SHOP TOOLS	240.73
4500014120	8/29/2017	CASEI	F110-SHOP/BLDG MACHINERY	209.04
4500014121	8/29/2017	Mcmaster-Carr Supply Co	B250-BUS REPAIR PARTS	62.40
4500014122	8/29/2017	Madden Construction Inc	P280-GENERAL SVC AGRMNTS	997.00
4500014123	8/29/2017	The Carpenter Group Inc	M120-OVRHEAD CATENARY SYS	754.25
4500014124	8/29/2017	Comfort Mechanical Inc	M180-STATION ELECTRICAL	993.00
4500014125	8/29/2017	Jeyco Products Inc	G170-LUBRICANTS	621.84
4500014126	8/29/2017	S&A Systems Inc	B250-BUS REPAIR PARTS	1,417.99
4500014127	8/29/2017	Transit Holdings Inc	B250-BUS REPAIR PARTS	177.99
4500014128	8/29/2017	Communications Usa Inc	G120-SECURITY	19,724.10
4500014129	8/30/2017	Soco Group Inc	A120-AUTO/TRUCK GASOLINE	20,917.85
4500014130	8/30/2017	Meeting Services Inc	P160-EQUIPMENT RENTALS	425.51
4500014131	8/30/2017	Paradigm Mechanical Corp	P110-BLDG MAINTENANCE	391.73
4500014132	8/30/2017	Brian Pusey	F110-SHOP/BLDG MACHINERY	322.39
4500014133	8/30/2017	Industrial Maintenance Supply LLC	G130-SHOP TOOLS	450.38
4500014134	8/30/2017	Eran Hason	P120-BLDG/FACILITY REPRS	501.04
4500014135	8/30/2017	Golden State Supply LLC	B200-BUS PWR TRAIN EQUIP	770.42
4500014136	8/30/2017	Kaman Industrial Technologies	G130-SHOP TOOLS	504.89
4500014137	8/30/2017	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,874.16
4500014138	8/30/2017	OneSource Distributors, LLC	G140-SHOP SUPPLIES	3,112.97
4500014139	8/30/2017	Comfort Mechanical Inc	M180-STATION ELECTRICAL	993.00
4500014140	8/30/2017	JP Morgan Chase Bank	G200-OFFICE SUPPLIES	1,103.09
4500014141	8/30/2017	Agricultural Pest Control Svcs	P110-BLDG MAINTENANCE	365.00
4500014142	8/30/2017	Merrimac Petroleum Inc	A120-AUTO/TRUCK GASOLINE	21,009.03
4500014143	8/30/2017	Kaman Industrial Technologies	G140-SHOP SUPPLIES	170.80
4500014144	8/30/2017	Wayne Harmeier Inc	B160-BUS ELECTRICAL	969.76
4500014145	8/30/2017	Prochem Specialty Products Inc	G180-JANITORIAL SUPPLIES	2,531.68
4500014146	8/31/2017	Golden Star Technology Inc	I110-INFORMATION TECH	1,943.30
4500014147	8/31/2017	Oracle Corporation	I120-INFO TECH, SVCS	31,354.16
4500014148	8/31/2017	W.W. Grainger Inc	F110-SHOP/BLDG MACHINERY	598.18
4500014149	8/31/2017	Brian Pusey	F110-SHOP/BLDG MACHINERY	358.62
4500014150	8/31/2017	Hogan's Hydrualics	F110-SHOP/BLDG MACHINERY	399.61
4500014151	8/31/2017	Muncie Transit Supply	B250-BUS REPAIR PARTS	323.25
4500014152	8/31/2017	Home Depot USA Inc	F180-BUILDING MATERIALS	87.18
4500014153	8/31/2017	Industrial Maintenance Supply LLC	B250-BUS REPAIR PARTS	91.74
4500014154	8/31/2017	Western Pump Inc	F110-SHOP/BLDG MACHINERY	208.31
4500014155	8/31/2017	W.W. Grainger Inc	G140-SHOP SUPPLIES	229.84
4500014156	8/31/2017	Transit Holdings Inc	B250-BUS REPAIR PARTS	1,889.00
4500014157	8/31/2017	Dropbox Inc	I110-INFORMATION TECH	3,492.00
4500014158	8/31/2017	M Power Truck & Diesel Repair	P210-NON-REV VEH REPAIRS	832.50
4500014159	8/31/2017	Home Depot USA Inc	G270-ELECTRICAL/LIGHTING	2,114.06
4500014160	8/31/2017	Tennant Sales & Serv Co	P130-EQUIP MAINT REPR SVC	122.98
4500014161	8/31/2017	R.S. Hughes Co Inc	G140-SHOP SUPPLIES	310.32
4500014162	8/31/2017	Mcmaster-Carr Supply Co	F110-SHOP/BLDG MACHINERY	59.33
4500014163	8/31/2017	Tennant Sales & Serv Co	P130-EQUIP MAINT REPR SVC	235.44

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PO Number	PO Date	Name	Material Group	PO Value
4500014164	8/31/2017	Sherwin Williams Company	B250-BUS REPAIR PARTS	369.80
4500014165	8/31/2017	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,935.81
4500014166	8/31/2017	Steven Timme	G110-BUS/TROLLEY SIGNAGE	876.15
4500014167	8/31/2017	Knorr Brake Company	R160-RAIL/LRV ELECTRICAL	63,414.82
4500014168	8/31/2017	M Power Truck & Diesel Repair	P210-NON-REV VEH REPAIRS	38.86
4500014169	8/31/2017	OneSource Distributors, LLC	M180-STATION ELECTRICAL	222.78
4500014170	9/1/2017	Kenneth Place	G130-SHOP TOOLS	1,216.52
4500014171	9/1/2017	M Power Truck & Diesel Repair	P210-NON-REV VEH REPAIRS	396.88
4500014172	9/1/2017	Tennant Sales & Serv Co	P130-EQUIP MAINT REPR SVC	231.03
4500014173	9/1/2017	Tennant Sales & Serv Co	P130-EQUIP MAINT REPR SVC	334.89
4500014174	9/1/2017	General Auto Repair	P210-NON-REV VEH REPAIRS	436.44
4500014175	9/1/2017	NMS Management Inc	P150-MAINT. CLEANING	693.00
4500014176	9/1/2017	Shilpark Paint Corp.	G160-PAINTS & CHEMICALS	97.09
4500014177	9/1/2017	Soco Group Inc	A120-AUTO/TRUCK GASOLINE	3,514.06
4500014178	9/1/2017	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,904.99
4500014179	9/1/2017	Herzog Contracting Co	T150-TRACK, BRIDGES	5,423.19
4500014180	9/1/2017	The Gordian Group, Inc.	T150-TRACK, BRIDGES	145.71
4500014181	9/1/2017	Cummins-Allison	G220-OFFICE EQUIPMENT	1,012.85
4500014182	9/1/2017	L&W Industries LLC	M140-WAYSIDE SIGNALS	821.87
4500014183	9/1/2017	Team One Repair Inc	G290-FARE REVENUE EQUIP	63.07
4500014184	9/1/2017	Environmental Logistics Inc	P280-GENERAL SVC AGRMNTS	690.00
4500014185	9/1/2017	San Diego Pump, Inc.	F110-SHOP/BLDG MACHINERY	2,456.19
4500014186	9/1/2017	Western Pump Inc	F110-SHOP/BLDG MACHINERY	1,363.05
4500014187	9/1/2017	Transit Holdings Inc	B250-BUS REPAIR PARTS	2,301.40
4500014188	9/1/2017	Steven Timme	G110-BUS/TROLLEY SIGNAGE	280.76
4500014189	9/1/2017	W.W. Grainger Inc	B250-BUS REPAIR PARTS	672.28
4500014190	9/1/2017	W.W. Grainger Inc	G140-SHOP SUPPLIES	460.54
4500014191	9/1/2017	Soco Group Inc	B180-BUS DIESEL	5,947.80
4500014192	9/1/2017	Siemens Industry Inc	R220-RAIL/LRV TRUCKS	48,293.55
4500014193	9/1/2017	Eran Hason	P120-BLDG/FACILITY REPRS	613.75
4500014194	9/1/2017	JKL Cleaning Systems	P210-NON-REV VEH REPAIRS	646.28
4500014195	9/1/2017	Knorr Brake Company	R160-RAIL/LRV ELECTRICAL	1,003.80
4500014196	9/5/2017	Transit Holdings Inc	B250-BUS REPAIR PARTS	514.53
4500014197	9/5/2017	Charter Industrial Supply Inc	B250-BUS REPAIR PARTS	118.54
4500014198	9/5/2017	W.W. Grainger Inc	G140-SHOP SUPPLIES	107.43
4500014199	9/5/2017	Kurt Morgan	G200-OFFICE SUPPLIES	1,940.12
4500014200	9/5/2017	Romaine Electric Corporation	B160-BUS ELECTRICAL	3,608.55
4500014201	9/5/2017	Telerik Inc	I120-INFO TECH, SVCS	474.05
4500014202	9/5/2017	Brand Makers LLC	G240-UNIFORM PROCUREMENT	2,316.64
4500014203	9/5/2017	Transwest San Diego LLC	G140-SHOP SUPPLIES	295.78
4500014204	9/5/2017	Transit Holdings Inc	B130-BUS BODY	1,112.36
4500014205	9/5/2017	Home Depot USA Inc	G130-SHOP TOOLS	288.78
4500014206	9/5/2017	Cummins Pacific LLC	B200-BUS PWR TRAIN EQUIP	30,882.36
4500014207	9/5/2017	Transit Holdings Inc	B110-BUS HVAC SYSTEMS	22,540.29
4500014208	9/5/2017	Gillig LLC	B160-BUS ELECTRICAL	23,239.52
4500014209	9/5/2017	Mohawk Mfg & Supply Co	B140-BUS CHASSIS	332.81
4500014210	9/5/2017	West Coast Lanyards Inc	G230-PRINTED MATERIALS	2,343.57
4500014211	9/5/2017	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,904.99
4500014212	9/5/2017	Schunk Carbon Technology LLC	R190-RAIL/LRV PANTOGRAPH	1,413.68
4500014213	9/5/2017	Transit Holdings Inc	B130-BUS BODY	34.14
4500014214	9/5/2017	Transit Holdings Inc	B250-BUS REPAIR PARTS	2,710.95
4500014215	9/5/2017	W.W. Grainger Inc	F110-SHOP/BLDG MACHINERY	80.95
4500014216	9/5/2017	Office Solutions	G200-OFFICE SUPPLIES	860.67
4500014217	9/5/2017	Tri-Signal Integration Inc	F110-SHOP/BLDG MACHINERY	255.00
4500014218	9/5/2017	Office Solutions	G200-OFFICE SUPPLIES	2,737.54
4500014219	9/5/2017	Transit Holdings Inc	B250-BUS REPAIR PARTS	676.37
4500014220	9/5/2017	Soco Group Inc	A120-AUTO/TRUCK GASOLINE	21,096.63
4500014221	9/6/2017	Controlled Motion Solutions Inc	B250-BUS REPAIR PARTS	892.17
4500014222	9/6/2017	Knorr Brake Co-IFE North America	R140-RAIL/LRV DOORS/RAMP	1,333.72

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PO Number	PO Date	Name	Material Group	PO Value
4500014223	9/6/2017	Mohawk Mfg & Supply Co	B140-BUS CHASSIS	2,246.35
4500014224	9/6/2017	W.W. Grainger Inc	B250-BUS REPAIR PARTS	188.95
4500014225	9/6/2017	SHI International Corp	I110-INFORMATION TECH	3,589.32
4500014226	9/6/2017	Gillig LLC	B250-BUS REPAIR PARTS	708.14
4500014227	9/6/2017	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,837.17
4500014228	9/6/2017	Transit Holdings Inc	B250-BUS REPAIR PARTS	163.05
4500014229	9/6/2017	Transit Holdings Inc	B250-BUS REPAIR PARTS	1,397.38
4500014230	9/6/2017	Sherwin Williams Company	P190-REV VEHICLE REPAIRS	381.01
4500014231	9/6/2017	W.W. Grainger Inc	G150-FASTENERS	84.06
4500014232	9/6/2017	Transit Holdings Inc	B130-BUS BODY	3,224.82
4500014233	9/6/2017	J. Perez Associates Inc.	B130-BUS BODY	2,700.00
4500014234	9/6/2017	Siemens Industry Inc	R160-RAIL/LRV ELECTRICAL	3,057.95
4500014235	9/6/2017	Cummins Pacific LLC	B120-BUS MECHANICAL PARTS	8,132.01
4500014236	9/6/2017	JP Morgan Chase Bank	G200-OFFICE SUPPLIES	3,309.57
4500014237	9/6/2017	Schunk Carbon Technology LLC	R190-RAIL/LRV PANTOGRAPH	17,536.13
4500014238	9/6/2017	American Battery Corporation	M110-SUB STATION	5,064.42
4500014239	9/6/2017	HI-TEC Enterprises	R160-RAIL/LRV ELECTRICAL	5,168.77
4500014240	9/7/2017	Gillig LLC	B250-BUS REPAIR PARTS	189.34
4500014241	9/7/2017	MJP Enterprises	P210-NON-REV VEH REPAIRS	1,866.11
4500014242	9/7/2017	Zurich American Insurance Co	P370-RISK MANAGEMENT	6,987.00
4500014243	9/7/2017	Pressnet Express Inc	P310-ADVERTISING SERVICES	344.80
4500014244	9/7/2017	Custom Eco Friendly	G230-PRINTED MATERIALS	3,717.38
4500014245	9/7/2017	Zoho Corporation	I140-IT CAPITAL SOFTWARE	995.00
4500014246	9/7/2017	CDW LLC	I110-INFORMATION TECH	150.99
4500014247	9/7/2017	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,806.35
4500014248	9/7/2017	Battery Systems Inc	B160-BUS ELECTRICAL	4,420.20
4500014249	9/7/2017	Transit Holdings Inc	B130-BUS BODY	1,915.95
4500014250	9/7/2017	Abacor, Inc.	P210-NON-REV VEH REPAIRS	1,233.00
4500014251	9/7/2017	Robcar Corporation	G110-BUS/TROLLEY SIGNAGE	161.63
4500014252	9/7/2017	Kaman Industrial Technologies	B120-BUS MECHANICAL PARTS	3,488.42
4500014253	9/8/2017	Transit Holdings Inc	B140-BUS CHASSIS	40.52
4500014254	9/8/2017	Cummins Pacific LLC	B200-BUS PWR TRAIN EQUIP	1,855.94
4500014255	9/8/2017	Transit Holdings Inc	B130-BUS BODY	1,747.51
4500014256	9/8/2017	Global Power Group Inc	F110-SHOP/BLDG MACHINERY	16,120.00
4500014257	9/8/2017	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,707.71
4500014258	9/8/2017	Prochem Specialty Products Inc	G180-JANITORIAL SUPPLIES	1,898.77
4500014259	9/8/2017	Shilpark Paint Corp.	G160-PAINTS & CHEMICALS	237.05
4500014260	9/8/2017	Sunroad Auto LLC	B250-BUS REPAIR PARTS	504.95
4500014262	9/8/2017	Transit Holdings Inc	B250-BUS REPAIR PARTS	125.63
4500014263	9/8/2017	Allied Electronics Inc	B250-BUS REPAIR PARTS	514.68
4500014264	9/8/2017	Freeby Signs	B250-BUS REPAIR PARTS	495.86
4500014265	9/8/2017	Sherwin Williams Company	B250-BUS REPAIR PARTS	510.48
4500014266	9/8/2017	Buswest LLC	B250-BUS REPAIR PARTS	1,328.91
4500014267	9/8/2017	Harbor Diesel & Equipment	B250-BUS REPAIR PARTS	74.67
4500014268	9/8/2017	Soco Group Inc	A120-AUTO/TRUCK GASOLINE	3,452.40
4500014269	9/8/2017	Mike Sieloff	B130-BUS BODY	9,278.33
4500014270	9/8/2017	Annex Automotive and	F120-BUS/LRV PAINT BOOTHS	21,387.89
4500014271	9/8/2017	Mark Carass	P120-BLDG/FACILITY REPRS	23,910.00
4500014272	9/8/2017	Cummins Pacific LLC	B250-BUS REPAIR PARTS	2,532.47
4500014273	9/8/2017	JKL Cleaning Systems	P210-NON-REV VEH REPAIRS	211.70
4500014274	9/8/2017	Brown & Bigelow Inc	G250-NOVELTIES & AWARDS	895.47
4500014275	9/8/2017	FRS Environmental Inc	P130-EQUIP MAINT REPR SVC	649.75
4500014276	9/8/2017	Soco Group Inc	B180-BUS DIESEL	10,122.91
4500014277	9/8/2017	Tennant Sales & Serv Co	P130-EQUIP MAINT REPR SVC	685.22
4500014278	9/11/2017	W.W. Grainger Inc	F110-SHOP/BLDG MACHINERY	483.41
4500014279	9/11/2017	General Auto Repair	P210-NON-REV VEH REPAIRS	199.04
4500014280	9/11/2017	Western Pump Inc	F110-SHOP/BLDG MACHINERY	831.83
4500014281	9/11/2017	CED, Inc.	F110-SHOP/BLDG MACHINERY	74.52
4500014282	9/11/2017	R.S. Hughes Co Inc	G140-SHOP SUPPLIES	214.56

Purchase Orders				
PO Number	PO Date	Name	Material Group	PO Value
4500014283	9/11/2017	Transit Finance Learning Exchange	P400-FINANCIAL & AUDIT	950.00
4500014284	9/11/2017	Otay Mesa Chamber of Commerce	P310-ADVERTISING SERVICES	650.00
4500014285	9/11/2017	Rockwest Technology Group Inc	I120-INFO TECH, SVCS	535.00
4500014286	9/11/2017	Ace Uniforms & Accessories	G240-UNIFORM PROCUREMENT	258.61
4500014287	9/11/2017	San Diego Convention & Tourist	P310-ADVERTISING SERVICES	1,000.00
4500014288	9/11/2017	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	20,470.88
4500014289	9/11/2017	Transit Holdings Inc	B250-BUS REPAIR PARTS	645.15
4500014290	9/11/2017	Mcmaster-Carr Supply Co	F110-SHOP/BLDG MACHINERY	59.09
4500014291	9/11/2017	W.W. Grainger Inc	F110-SHOP/BLDG MACHINERY	102.35
4500014292	9/11/2017	Harbor Diesel & Equipment	B250-BUS REPAIR PARTS	692.74
4500014293	9/11/2017	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,781.69
4500014294	9/11/2017	R.S. Hughes Co Inc	G140-SHOP SUPPLIES	399.10
4500014295	9/11/2017	OneSource Distributors, LLC	M110-SUB STATION	2,112.17
4500014296	9/11/2017	W.W. Grainger Inc	G130-SHOP TOOLS	217.71
4500014297	9/11/2017	Transit Holdings Inc	B250-BUS REPAIR PARTS	2,876.20
4500014298	9/11/2017	TK Services Inc	B250-BUS REPAIR PARTS	260.00
4500014299	9/11/2017	Cummins Pacific LLC	P190-REV VEHICLE REPAIRS	1,131.38
4500014300	9/11/2017	West-Lite Supply Co Inc	R180-RAIL/LRV LIGHTING	320.66
4500014301	9/11/2017	HI-TEC Enterprises	R120-RAIL/LRV CAR BODY	3,394.13
4500014302	9/11/2017	Romaine Electric Corporation	M130-CROSSING MECHANISM	2,392.10
4500014303	9/11/2017	Matheson Tri-Gas Inc	G140-SHOP SUPPLIES	169.69
4500014304	9/11/2017	California Sheet Metal Works	G140-SHOP SUPPLIES	7,955.00
4500014305	9/11/2017	Sid Tool Co	G130-SHOP TOOLS	201.95
4500014306	9/11/2017	Ingersoll Rand Co	G130-SHOP TOOLS	523.67
4500014307	9/11/2017	BJ's Rentals	P160-EQUIPMENT RENTALS	1,583.93
4500014308	9/11/2017	Office Solutions	G200-OFFICE SUPPLIES	140.00
4500014309	9/11/2017	M Power Truck & Diesel Repair	P210-NON-REV VEH REPAIRS	1,160.00
4500014310	9/11/2017	Home Depot USA Inc	G130-SHOP TOOLS	224.12
4500014311	9/11/2017	Reid and Clark Screen Arts Co	P210-NON-REV VEH REPAIRS	230.16
4500014312	9/11/2017	Madden Construction Inc	P280-GENERAL SVC AGRMNTS	945.00
4500014313	9/11/2017	Santee Collision Center	A140-AUTO/TRUCK REPAIR	1,144.67
4500014314	9/11/2017	OneSource Distributors, LLC	G130-SHOP TOOLS	668.65
4500014315	9/11/2017	Siemens Industry Inc	G130-SHOP TOOLS	2,014.00
4500014316	9/11/2017	FRS Environmental Inc	C110-GENERAL CONTRACTORS	1,949.25
4500014317	9/11/2017	Airgas Refrigerants Inc	R170-RAIL/LRV HVAC	3,334.87
4500014318	9/11/2017	Prudential Overall Supply	G180-JANITORIAL SUPPLIES	701.73
4500014320	9/12/2017	Norman Industrial Materials	B250-BUS REPAIR PARTS	670.28
4500014321	9/12/2017	W.W. Grainger Inc	G200-OFFICE SUPPLIES	1,463.93
4500014322	9/12/2017	AddOns Inc	I120-INFO TECH, SVCS	55,000.00
4500014323	9/12/2017	W.W. Grainger Inc	G140-SHOP SUPPLIES	376.38
4500014324	9/12/2017	W.W. Grainger Inc	B250-BUS REPAIR PARTS	139.82
4500014325	9/12/2017	Transwest San Diego LLC	B140-BUS CHASSIS	474.10
4500014326	9/12/2017	Grah Safe & Lock Inc	G220-OFFICE EQUIPMENT	32.33
4500014327	9/12/2017	W.W. Grainger Inc	G170-LUBRICANTS	33.82
4500014328	9/12/2017	Dell Marketing L.P.	I110-INFORMATION TECH	38,885.48
4500014329	9/12/2017	W.W. Grainger Inc	G140-SHOP SUPPLIES	524.83
4500014330	9/12/2017	BJ's Rentals	P160-EQUIPMENT RENTALS	760.58
4500014331	9/12/2017	Rayne - San Diego Inc	G120-SECURITY	444.00
4500014332	9/12/2017	Transit Holdings Inc	B250-BUS REPAIR PARTS	1,165.65
4500014333	9/12/2017	West End Holdings Inc	P260-TESTING & ANALYSIS	375.00
4500014334	9/12/2017	Mohawk Mfg & Supply Co	B140-BUS CHASSIS	5,850.82
4500014335	9/12/2017	Mohawk Mfg & Supply Co	B140-BUS CHASSIS	139.63
4500014336	9/12/2017	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,769.36
4500014337	9/12/2017	Certified Folder Display Service	P310-ADVERTISING SERVICES	42,358.28
4500014338	9/12/2017	Cummins-Allison	P130-EQUIP MAINT REPR SVC	220.00
4500014339	9/12/2017	Cubic Transportation Systems	G290-FARE REVENUE EQUIP	464.29

MTS Metropolitan Transit System

AGENDA ITEM NO. 103

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED 1

PLEASE SUBMIT THIS COMPLETED FORM (AND YOUR WRITTEN STATEMENT) TO THE CLERK OF THE BOARD PRIOR TO DISCUSSION OF YOUR ITEM

1. INSTRUCTIONS
 This Request to Speak form must be filled out and submitted in advance of the discussion of your item to the Clerk of the Board (please attach any written statement to this form). Communications on hearings and agenda items are generally limited to three minutes per person unless the Board authorizes additional time; however, the Chairperson may limit comment to one or two minutes each if there are multiple requests to speak on a particular item. General public comments on items not on the agenda are limited to three minutes. Please be brief and to the point. No yielding of time is allowed. Subjects of previous hearings or agenda items may not again be addressed under General Public Comments.

(PLEASE PRINT)

DATE 9-21-17	
Name	Elodia Villa
Address	71 Suzanne In chula vista CA 91911
Telephone	619-
Email	
Organization Represented	ACCE (Alliance of Californians for community empowerment)
Subject of Your Remarks	Shade for bus stops
Regarding Agenda Item No.	
Your Comments Present a Position of:	☐ **SUPPORT** ☐ **OPPOSITION**

2. TESTIMONY AT NOTICED PUBLIC HEARINGS
 At Public Hearings of the Board, persons wishing to speak shall be permitted to address the Board on any issue relevant to the subject of the Hearing.

3. DISCUSSION OF AGENDA ITEMS
 The Chairman may permit any member of the public to address the Board on any issue relevant to a particular agenda item.

4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA
 Public comment on matters not on the agenda will be limited to five speakers with three minutes each, under the Public Comment Agenda Item. Additional speakers will be heard at the end of the Board's Agenda.

NOTE: Subjects of previous hearings or agenda items may not again be addressed under General Public Comments.

MTS Metropolitan Transit System

AGENDA ITEM NO. 44

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED 2

PLEASE SUBMIT THIS COMPLETED FORM (AND YOUR WRITTEN STATEMENT) TO THE CLERK OF THE BOARD PRIOR TO DISCUSSION OF YOUR ITEM

1. INSTRUCTIONS
 This Request to Speak form must be filled out and submitted in advance of the discussion of your item to the Clerk of the Board (please attach any written statement to this form). Communications on hearings and agenda items are generally limited to three minutes per person unless the Board authorizes additional time; however, the Chairperson may limit comment to one or two minutes each if there are multiple requests to speak on a particular item. General public comments on items not on the agenda are limited to three minutes. Please be brief and to the point. No yielding of time is allowed. Subjects of previous hearings or agenda items may not again be addressed under General Public Comments.

(PLEASE PRINT)

DATE	9-21-17
Name	Lorraine M. Leighton
Address	1034 N. Magnolia Ave El Cajon
Telephone	ø
Email	ø
Organization Represented	Disabled Public
Subject of Your Remarks	Request to speak on #45 at the meeting due to ins.
Regarding Agenda Item No.	Public speaking
Your Comments Present a Position of:	☑ SUPPORT ☐ OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS
 At Public Hearings of the Board, persons wishing to speak shall be permitted to address the Board on any issue relevant to the subject of the Hearing.

3. DISCUSSION OF AGENDA ITEMS
 The Chairman may permit any member of the public to address the Board on any issue relevant to a particular agenda item.

4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA
 Public comment on matters not on the agenda will be limited to five speakers with three minutes each, under the Public Comment Agenda Item. Additional speakers will be heard at the end of the Board's Agenda.

NOTE: Subjects of previous hearings or agenda items may not again be addressed under General Public Comments.

MTS Metropolitan Transit System

AGENDA ITEM NO. 64

REQUEST TO SPEAK FORM

not heard

ORDER REQUEST RECEIVED 3

PLEASE SUBMIT THIS COMPLETED FORM (AND YOUR WRITTEN STATEMENT) TO THE CLERK OF THE BOARD PRIOR TO DISCUSSION OF YOUR ITEM

1. INSTRUCTIONS
 This Request to Speak form must be filled out and submitted in advance of the discussion of your item to the Clerk of the Board (please attach any written statement to this form). Communications on hearings and agenda items are generally limited to three minutes per person unless the Board authorizes additional time; however, the Chairperson may limit comment to one or two minutes each if there are multiple requests to speak on a particular item. General public comments on items not on the agenda are limited to three minutes. Please be brief and to the point. No yielding of time is allowed. Subjects of previous hearings or agenda items may not again be addressed under General Public Comments.

(PLEASE PRINT)

DATE	
Name LOUIS I PRVITT	Louis Prvitt
Address	
Telephone	
Email	
Organization Represented	
Subject of Your Remarks	TROLLEY MISC. ISSUES
Regarding Agenda Item No.	
Your Comments Present a Position of:	☐ **SUPPORT** ☐ **OPPOSITION**

2. TESTIMONY AT NOTICED PUBLIC HEARINGS
 At Public Hearings of the Board, persons wishing to speak shall be permitted to address the Board on any issue relevant to the subject of the Hearing.

3. DISCUSSION OF AGENDA ITEMS
 The Chairman may permit any member of the public to address the Board on any issue relevant to a particular agenda item.

4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA
 Public comment on matters not on the agenda will be limited to five speakers with three minutes each, under the Public Comment Agenda Item. Additional speakers will be heard at the end of the Board's Agenda.

NOTE: Subjects of previous hearings or agenda items may not again be addressed under General Public Comments.